

# HISTORICAL MAPS

describing  
ALL THE NEW SETTLEMENTS, TOWNSHIPS, &c.

WITH THE COUNTRIES ADJACENT FROM

Quebec to Lake Huron

Compiled at the Request of

HIS EXCELLENCY MAJOR GENERAL JOHN G. SIMCOE,

FIRST LIEUTENANT GOVERNOR.

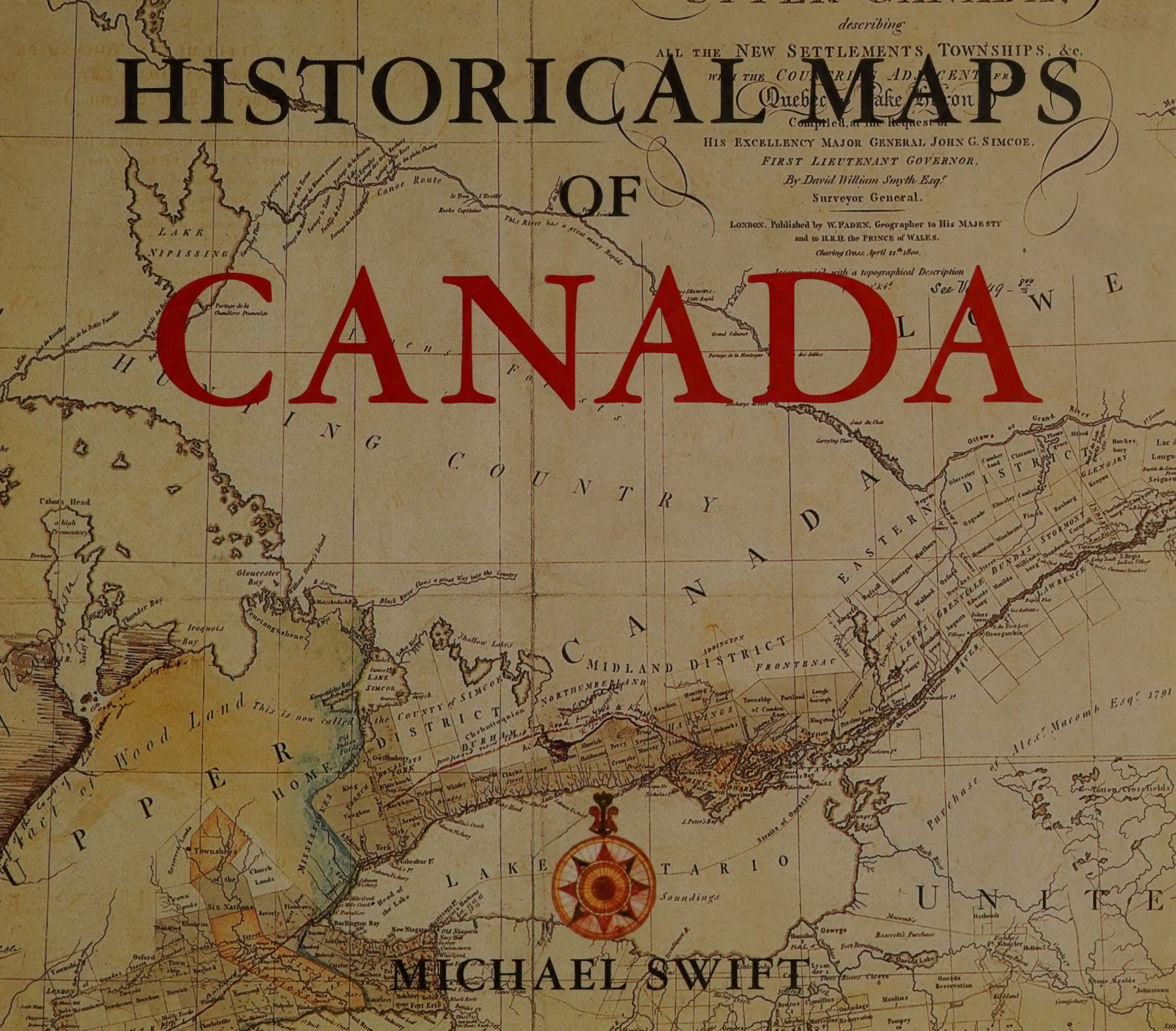
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# CANADA



MICHAEL SWIFT



# HISTORICAL MAPS OF CANADA

MICHAEL SWIFT

Canada is a land of great contrasts. The world's second largest country (surpassed in size only by Russia), 80 percent of it is almost wholly unpopulated. Canada contains more lakes and inland waters than any other country, yet is best known for its vast land mass. It is a highly urbanised country of great cities, yet forests cover almost half of the total land area.

Dating from the earliest days of professional mapmaking the maps displayed in this book give a glimpse into the contrasts of Canadian history, charting nearly three centuries and showing exploration, settlement, industry, urbanisation and daily life. From the earliest representations of the mapmakers art in the 17th century, when the skills required to produce detailed scale maps first developed, to the elegant charts of the 19th century, the maps depict the richness of Canadian history. They show the importance of the country's geography and its growth into its current position as an energetic member of the Group of Seven.

With an introduction that chronicles Canadian history and detailed captions that explain the historical context of each of the maps, this is a fascinating work that is as insightful as it is attractive.









# Historical Maps of Canada

Michael Swift



## Acknowledgments

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## Canada Today

Comprising some 9,984,670sq km total area of which 891,163sq km is fresh-water, Canada has ten provinces — British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec, Newfoundland, Prince Edward Island, New Brunswick and Nova Scotia — and three territories — the Northwest Territories, Nunavut and Yukon.

Canada, as constituted today, is largely the result of the 1867 British North America Act, although it was not until after World War II when the final British Colony, Newfoundland, elected to join the Canadian federation. The country's head of state remains the Crown, with the monarch's representative being the Governor-General. This role has been filled by a number of notable figures including Lord Tweedsmuir, who is probably better known to most as the writer John Buchan, author of such classic novels as *The Thirty Nine Steps*.

Canada, after European colonisation commenced, was fought over long and hard by the British and French. The historical conflict is reflected today in the fact that, while the bulk of Canada is primarily English-speaking, the province of Quebec is largely French-speaking. Quebec separatists have played an important part in Quebec politics for a number of decades, although the local population has twice rejected independence from the rest of Canada. Another consequence of the colonial struggles of the 17th and 18th centuries is the presence of two French-controlled islands — Saint Pierre et Miquelon — on the eastern approaches to the Gulf of St. Lawrence, directly to the south of Newfoundland.

The total population of Canada is, according to a July 1999 estimate, 31,006,347, and is increasing at a rate of 1.06 percent per annum. The most recent census (1996) gave the total as 30,491,294. Of these some 80 percent live in the 500km wide strip parallel to the border with the United States, leaving 80 percent of the country almost wholly unpopulated. Some two-thirds of the population lives in the southeast of the country, particularly in Ontario and Quebec.

## Early Settlement

Archaeological evidence indicates that the first settlers in Canada can be dated to the period 10–15,000BC. These forefathers today's Native Peoples migrated from Asia across the Beringia land bridge — when the continents of North America and Asia were linked as a result of the lower sea levels prevalent during the last Ice Age. The migrations occurred in three waves; first to arrive were the antecedents of the northwest coast Indians, they were followed by the Inuit and finally by the Paleo Indians.

There is now little doubt that earlier European travellers — in particular the Vikings from Scandinavia sailing via Iceland and Greenland — had visited north America well before the age of Columbus and Cabot. The major difference between the Viking age and that of the later Spaniards, Portuguese, English, French and the other European states involved in the colonisation of the New World, is that the Europeans by that time had the means to establish domination (of sorts) over the hostile environment that they encountered.

There were a number of factors which were fundamental to the ability of 16th and 17th century Europeans to sustain their presence in the Americas as opposed to their 10th and 11th century forebears. The first of these was, without doubt, the technological advances in weaponry that had occurred over the previous 500 years. While the Vikings had been armed with weapons such as swords and spears, which were not wholly dissimilar in destructive power to the weapons that were available to the native population, by the start of the 15th century the Europeans were equipped with guns and armour which made their military effectiveness much greater.

A second factor in the establishment of European settlement at the start of the 16th century was that, rather than the small numbers which the Vikings had brought, huge numbers of adventurers and settlers (many of whom were drawn by promises of instant wealth), took the hazardous journey across the Atlantic Ocean. While not all found the gold promised by the promoters of expeditions, once suitable crops — most notably tobacco and sugar — had been identified, so the fertile land became in itself a magnet to those wishing to cultivate the land



and carve out a new future for themselves. The attractiveness of the New World was all the greater during the turbulent 16th and 17th centuries as a result of the religious strife that re-defined the map of Europe in the years after the Reformation.

Although there was conflict between the settlers and the natives, for many of the native population the arrival of the Europeans also presented an opportunity for lucrative trade. The French, in particular, saw their role in North America as a conduit through which fur and other commodities could be traded by the native population.

Finally, apart from the death and destruction that the Europeans brought with their advanced military equipment, the Europeans also brought death through disease. Many of the most common ailments in Europe, to which the European had developed an in-built tolerance, were unknown in the New World and the native population, therefore, had no natural immunity. The arrival of these diseases caused the death of many thousands, weakening yet further the ability of the native tribes to resist the European incursion.

## ***Colonial History***

Toward the end of the 15th century, European expansion eastward had brought India and China, with their incredible riches, into the European orbit. Oriental trade was becoming increasingly important as a source of prosperity, and the European powers were eager to monopolise this trade. At this time knowledge about the world was still primitive; indeed, the accepted wisdom was that the world was flat. It was against this background that Christopher Columbus, an Italian in the service of the Spanish, sailed westward. His plan was to seek an alternative route to the Indies to the easterly one, thereby securing a commercial advantage for his patrons.

The prevailing concerns of superstition and ignorance among mariners were all too present in Columbus's first crossing and, in reality, he came very close to being forced to turn round and return to Europe without having achieved success. However, on 12 October 1492 land was sighted; this proved to be San

Salvador, in the chain of islands later known as the Bahamas. This was the first of four voyages undertaken by Columbus to the area between 1492 and 1504. During these voyages he examined the West Indies — a name derived from his initial belief that he was approaching the Far East — as well as the east coast of North and Central America. Although he never physically set foot on the American mainland, the reports that he took back soon circulated and his early explorations were quickly followed by others.

A number of European countries already had strong seafaring traditions. These included Portugal (whose early maritime exploration of the seas south of Europe and thence into the Indian Ocean had been crucial in the opening up of the Far East), England, Spain, Italy and the Netherlands. It is important to remember that, while it is convenient to speak of the nation states as we know them today, the areas that the modern nation states occupy were not so rigid. In Italy, for example, the country was divided up into a huge number of city states, such as Venice, which were themselves major trading ports and centres of influence. There was also a tradition of the use of mercenaries; thus Columbus, Italian-born, worked for the Spaniards, and another Italian, John Cabot (born Giovanni Caboto), was in the service of the English when in 1497–98, he sailed along the coast of Newfoundland and Delaware.

The New World was given the name 'America' by the German cartographer Martin Waldseemüller in 1507 after the Florentine explorer, Amerigo Vespucci, who was the first explorer to claim that the New World was actually a continent. Vespucci was a noted charlatan, and his claims were based upon a sensational account of his voyages in which he claimed to have beaten Columbus to the discovery of the New World. Eventually, his claims were disproved, but by that time the name 'America' had become accepted.

Columbus died in 1506. Sadly, while he had opened up the New World to European exploration, he died without the wealth that his courageous discoveries merited and were to bring to those who followed him.

Central and South America were explored and exploited primarily by the Spanish and Portuguese; further north it was the French that took the leading role. It was in 1524 that Giovanni da Verrazano (a Florentine employed by the



French) explored the east coast of North America. In all likelihood, he was the first European to sail into the yet to be named Hudson River. Ten years later, in 1534, Jacques Cartier discovered the St. Lawrence River. Cartier had sailed up the river as far as the site of the future city of Montreal hoping to discover the elusive northwest passage that would provide access to the riches of the Far East. In the event he found no wealth on the scale of that discovered by the Spaniards and Portuguese further south, and returned home finally in 1542.

It was this very lack of obvious wealth, as compared to that exploited by the Spanish and Portuguese, that meant that, while the European nations were happy to trade with the native population of North America, there was not the same impetus to conquest. French involvement with North America started shortly after the discovery of Newfoundland. Temporary settlements were established to cure and dry the vast shoals of fish (primarily cod) caught close to the mainland, and while the fur trade with the native North Americans developed, again, this did not require the creation of permanent settlements.

In the 1530s, Jacques Cartier endeavoured to establish a permanent colony at Quebec; this failed with the result that the first French colony was established by the noted explorer Samuel de Champlain (1570–1635) at Quebec in 1608. The foundation of Quebec was followed in 1642 by the founding of Montreal. In this area the French also developed strong trading links based on the export of fur. It was also from Quebec that French explorers took European intervention into the North American heartland.

In 1673, Jacques Marquette and Louis Joliet headed southward to the Mississippi, claiming the entire length of the river for France. Nine years later, in 1682, Rene Robert Cavelier, Sieur de la Salle, continued the southward exploration of the Mississippi, finally reaching the river's delta. He claimed the river delta for France, christening the region 'Louisiana' after the French king, Louis XIV. In 1718, another Frenchman, Jean-Baptiste Le Moyne, Sieur de Bienville (1680–1768), founded the city of Nouvelle Orleans.

While the French were establishing themselves on the St. Lawrence and down the Mississippi, other developments were occurring on the eastern seaboard. In 1609, Henry Hudson, an Englishman employed by the Dutch East

India Company, while exploring for the elusive Northwest Passage, sailed up a river — the future Hudson River — and claimed the territory for the Dutch. Nieuw (New) Holland was established around Long Island Sound in 1614 and, 12 years later in 1626, one of the most important land deals in history saw Peter Minuit purchase the island of Manhattan from the local Indians. The area, which was named Nieuw Amsterdam, is believed to have cost no more than the equivalent of \$24.

Further up the Hudson River, the Dutch also established Fort Orange; this was later to be renamed Albany by the British and is still the state capital of New York State. The Dutch presence in the New World was, however, destined to be short-lived as the European rivalry between the Netherlands and Britain resulted in the latter seizing the Dutch-occupied region in August 1664 and rechristening it New York. The Dutch governor at the time was Peter Stuyvesant. The primary Dutch reason for settlement was trade and, consequently, the actual number of Dutch settlers was few. Unlike other nationals, the Dutch arrivals were normally employees of the sponsoring company — in this case the Dutch West Indies Company — and received no grants of land.

Apart from the Dutch, representatives of a number of other European nations, including Swedes and Germans, also lived in New Holland, as did some English Puritans who had settled on Long Island to get away from oppression at home. After the Dutch surrendered their right to govern in 1664, their nationals were allowed to remain in the country.

Of all the major players in the colonisation of the Americas, it was the English (and later the Scots) that were the last to make their presence felt but were, ultimately, to become the dominant European power in North America and in the West Indies. Although English financial support had seen Cabot discover Newfoundland relatively early, domestic troubles back at home — principally religious turmoil resulting from the Reformation, two successively weak monarchs after Henry VIII and, following the succession of Elizabeth I, the almost constant threat of European intervention in England (culminating in the Spanish Armada in 1588) — meant that England's primary concern at this time was its own territorial security.



This is not to say that England ignored the New World. This certainly was not the case but, rather than acting to acquire land, English sailors, most notably figures like Sir Walter Raleigh, acted as pirates, seizing the treasure that the Spaniards had looted from South and Central America. In 1583 Sir Humphrey Gilbert took possession of Newfoundland in the name of Queen Elizabeth I, but this ownership was short-lived and no effort was made to establish a permanent settlement. The first English attempt to establish a permanent colony in the New World was the ill-fated Roanoke Island settlement in North Carolina founded by Sir Walter Raleigh in 1585.

The next phase in the English colonisation of North America came with the establishment of Jamestown in 1607 when 105 settlers arrived under the command of Captain John Smith. This settlement was to form the basis of the province of Virginia. The origin of this settlement was the granting of a Royal Charter by King James I on 10 April 1606 to the London Company. Led by Sir Thomas Smythe, this company soon changed its name to the Virginia Company in order to exploit the anticipated riches of the area. In December 1606 three ships carrying Virginia Company colonists — the *Susan Constant*, the *Discovery* and the *Godspeed* — sailed for the New World.

Following the ultimately successful settlement of Virginia, other English colonies were soon established, or at least authorised. Of these early settlements it was the arrival of the Pilgrim Fathers — the 102 Puritans on board the *Mayflower*, who landed in November 1620 at Cape Cod (in as yet unnamed Massachusetts) — which was perhaps the most significant. These English settlers had already fled to the Netherlands to escape religious oppression and persecution, then further emigrated to the New World so they could pursue their Puritan faith in peace. They drew up and signed the 'Mayflower Compact'. This agreement promised that the settlers would be obedient to the laws of their leaders. This established the principle of 'government by the people', one of the basic precepts of democracy. In November 1621, the Pilgrim Fathers celebrated their first harvest in the New World, a celebration which continues each November to this day as Thanksgiving Day.

Further colonies followed. In 1623 New Hampshire was founded, although

its early history was interlinked closely with neighbouring Massachusetts. In 1629 King Charles I granted to Robert Heath the colony of Carolina; this had originally been Spanish and was later to be divided into North and South Carolina. Boston was founded in 1630 and this was followed in 1634 by the creation of Maryland. Connecticut was established in 1635 and Rhode Island in 1636. English power was further enhanced by the take-over in 1664 of Nieuw Amsterdam, Nieuw Holland and Delaware from the Dutch. The last-named state, originally investigated by John Cabot in 1498, was first settled permanently by Swedes in 1635 as Ny Sverige (New Sweden); Swedish rule was, however, short-lived, and in 1655 control passed to the Dutch. Delaware was incorporated into Pennsylvania from 1682 until 1775. Pennsylvania itself was founded by the Quaker, William Penn, in 1681, while Philadelphia, Pennsylvania's state-capital, followed two years later. The last of the English 'Thirteen Colonies' — Georgia — was established by James Oglethorpe in 1732.

Completely separate from the creation of these 'Thirteen Colonies' along the New England coast was the English development of Rupert's Land through the auspices of the all-powerful Hudson's Bay Company. This company was launched in 1670 and established trading posts from where fur and other goods were exported to Britain. The first governor of the Hudson's Bay Company, in 1670, was Prince Rupert, who had been one of the main leaders of the Royalist army during the English Civil War.

The rise of British power in Rupert's Land and along the New England coast posed an ever-growing threat to the French dominance along the St. Lawrence and the Mississippi. It was inevitable, therefore, that the rivalry between these increasingly important world powers — already at war in Europe — would develop into open hostilities in the New World.

On the western seaboard, following the earlier explorers who had sailed up the coast of California, it was only in the mid- and late-18th century that explorers sailed further north. The crucial figure in the exploration of the sea between California and the Arctic Circle was a Dane, Vitus Bering, who was working for the Russians and after whom the straits between Alaska and Russia were named. It was through him that the Russians came to have a presence in



North America. Subsequently, the coast of the area known later as Oregon Country was sailed by Captain James Cook, one of the most famous of all the late 18th century British explorers who was to be a crucial figure in the development of British influence in the Pacific from 1778.

## Anglo-French Conflict

Throughout the Middle Ages, England and France had been at war; partly this was a reflection of the fact that the inter-relationship of the royal families of both realms and of the powerful barons meant that the English monarch could claim the throne of France and vice versa. It was only in the mid-16th century that England finally lost its last permanent foothold on the European mainland, when Calais was surrendered to the French (although this did not mark the end of English ambitions and involvement in warfare along the Channel coast).

It was inevitable as both England (and later the United Kingdom) and France developed overseas empires that war would ensue between the two countries wherever their interests coincided. Often these conflicts were an adjunct to the major wars that afflicted Europe from 1660 onward, but even when a nominal peace existed in Europe, away in the colonies strife could continue unabated. In North America this imperial rivalry had two immediate consequences. First, both Britain and France constructed a network of forts to defend their territory; second, alliances were forged with potentially friendly native tribes in order to gain tactical advantage.

The first major European war between Britain and France to have consequences in the New World took place during the War of Spanish Succession (1701–14). In Europe, there was concern about the growing power of the French state under Louis XIV and, in 1702, Britain joined the Grand Alliance against France and the latter's ally, Spain. The war in Europe was to culminate in the French defeat at the Battle of Blenheim. Much of the action was in the future United States, but in the northern part of the continent the French captured two British settlements established on the north coast of Newfoundland — Bonavista (in 1704) and St. John's (1708). In 1710 the British countered the French assaults

by launching a naval attack against Nova Scotia, capturing Port Royal, and down the St. Lawrence, where a British naval assault against Quebec foundered in fog.

The War of Spanish Succession was ended by the Treaties of Utrecht (1713) and Rastadt (1714); these saw France cede a great deal of territory in Canada to the British. In particular, the huge hinterland round Hudson Bay, Newfoundland and Acadia passed to British rule, immeasurably strengthening the British position in the region.

For the French, the Treaty of Utrecht was a watershed. Their colonial possessions in North America, strung along the St. Lawrence and the Mississippi, were now sandwiched between two areas dominated by the English — Rupert's Land and New England; furthermore, the British colonies were both more populous and better organised in terms of manufacturing industry.

The next European war to have an impact on North America was the War of Austrian Succession between 1743 and 1748 — known as King George's War in North America. In June 1745 the colonial army under William Pepperrell achieved a major victory when it captured the French fort at Louisbourg. This major fortification, situated on Cape Breton Island was of major strategic importance in defending the sea lanes into the Gulf of St. Lawrence. Much to colonial displeasure, the British government allowed the French to reclaim Cape Breton Island after the Treaty of Aix-la-Chapelle (18 October 1748), which settled the war.

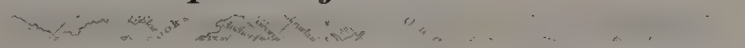
By the mid-1750s European tension was again to the fore, and in 1756 the Seven Years' War broke out. Known as the French and Indian Wars in North America, this conflict was to witness the almost total elimination of French power in North America. Louisbourg was again captured (on 26 July 1758) and French forces were forced out of forts at Duquesne, Ticonderoga, Crown Point and Niagara as they retreated towards Quebec. The most crushing blow came on 13 September 1759 when British forces under General James Wolfe finally captured Quebec.

The Treaty of Paris, signed on 10 February 1763, effectively ended French influence on the American mainland and was a reflection of their military weakness, so cruelly exposed on the battlefield. France ceded all of Canada to the British, along with all land to the east of the Mississippi. Britain also gained



Florida from Spain. France, however, retained its colonial possessions in the Caribbean and two small islands — St. Pierre et Miquelon — just to the south of Newfoundland.

## ***The Development of Canada***

Mention has already been made of the early French settlements along the St. Lawrence and of the British development of the Hudson's Bay region. Following the capture of Quebec by General James Wolfe in 1759 and the final removal of French rule in Canada, Britain held sway over the whole of what is now the eastern United States and Canada; the initial border separating Canada and the 'Thirteen Colonies' was established by the Quebec Act of 1774. All remained under British rule but this was to be short-lived as, with American independence, British power was reduced to the area of, effectively, modern Canada.

The word 'Canada' first appeared officially in 1791 when the British government passed the Canada Act of that year. The result of the legislation was to divide Quebec into two separate entities — Lower Canada (effectively the southernmost part of the Province of Quebec) and Upper Canada (the south eastern part of modern Ontario). This was to represent the constitutional status quo until 1841 when Upper and Lower Canada were united into the single colony of Canada, with a governor, executive and legislative assembly.

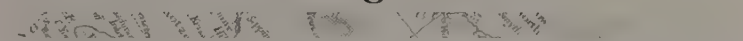
It was not until the British North America Act of 1867 that the various disparate parts of Britain's Canadian territories came together as a single entity known as 'The Dominion of Canada'; the new country was officially proclaimed on 1 July of that year. The reasons for the union were numerous. One of the most important was concern over defence; the initial moves towards the union had come in the early 1860s when the Canadian provinces watched with alarm the destruction wrought during the American Civil War. Although there had been no conflict between the United States and the British North American territories since 1812, the territorial disputes since then had all but led to war.

The Dominion of Canada was further expanded in 1869 when the Hudson's Bay Company surrendered, for £300,000, its territorial rights to the Canadian


Government. The land thus acquired was, in part, to form part of expanded provinces of Quebec, Ontario and later the prairie provinces and the territories. In the west, British Columbia was united with Vancouver Island in 1866; the new united colony became a province of Canada in 1871. Additional provinces were admitted to Canada as follows: Manitoba in 1870, Prince Edward Island in 1873, and Alberta and Saskatchewan in 1905. In April 1949, Newfoundland became the last of the British North American colonies to become part of the Dominion of Canada.

From 1867 the Canadian constitution was based upon the British North America Act. This fact meant that the British parliament at Westminster remained the final arbiter of any constitutional changes in Canada, until Canada was granted full autonomy under the Statute of Westminster in 1931. This situation remained unchanged until the 1980s when the last vestiges of colonial rule were removed when the Canadian constitution was repatriated. In 1982 the country received a new constitution along with a Charter of Rights and Freedoms.

## ***The Northwest Passage***

Much of the stimulus for the exploration of the Americas came originally from the belief that it would provide an alternative route to the vast riches of the Far East. One of the primary aims of the first explorers of the extreme north of the continent was the Northwest Passage linking the Atlantic with the Pacific. Ultimately the passage was to be discovered at around latitude 73° North in the middle of the 19th century, but the search for the passage was one of the most important factors in the exploration of Canada.

## ***Alberta***

The Province of Alberta is one of only two provinces to be completely landlocked. With an area of just over 661,848sq km, Alberta is the fourth largest of the provinces and has a population of around three million (1996 census 2,964,689). The earliest evidence of human settlement dates back to c9,000BC.

European involvement with the area later to form the Province of Alberta dates back to the late 17th century. It was part of the vast swathe of territory granted to the Hudson Bay Company on its establishment in 1670. However, there was a considerable difference between having the land granted and exploiting it. The company's primary imperative was the exploitation of its lucrative fur contracts, largely based around the bay itself and the rivers that flowed into it. Alberta was more remote and it was not until 1754 that Anthony Henday became the first European explorer to venture westward and reach the Rocky Mountains.

Further exploration followed later in the 18th century. From 1792 until 1801 Peter Fidler explored the south of the future province, discovering the rich coal deposits along the Red Deer River. In an age of Christian zeal, it was inevitable that the early explorers would be followed by missionaries and these, along with the creation of trading posts, saw the first permanent settlements established, such as Fort Edmonton in 1795.

The southern border of the region was defined in the 1846 Oregon Treaty with the United States, which determined that the border from Manitoba to the Pacific Ocean would run along the 49th Parallel. It was after this date that Alberta's major growth occurred, although at the time it was still nominally part of the Northwest Territories. Exploitation of the region was assisted in 1886 by the completion of the trans continental railway under the aegis of the Canadian Pacific Railway. Also in 1886, crude oil was first discovered in the region, followed in 1890 by gold, thus precipitating a gold rush which attracted prospectors and adventurers alike.

It was on 1 September 1905 that the Province of Alberta — named after the fourth daughter of Queen Victoria (Princess Louise Caroline Alberta, wife of the Governor General of Canada 1878–83) — became a member of the Canadian Confederation.

## ***British Columbia***

The third largest of the Canadian provinces, British Columbia comprises some 944,735sq km and has a population of over four million (1996 census 4,023,100). It effectively forms the nation's Pacific coastline — indeed it is the only part of the country where the land water drains into the Pacific — and lies directly to the north of Washington State.

Confirmed European exploration of Canada's western provinces started much later than that of the east. It was not until the 17th century that Spanish sailors started to sail further up the west coast of North America from their established settlements in Mexico and California, although it is possible that Sir Francis Drake sailed as far north as Vancouver Island a century earlier. At this period, the area later to be known as British Columbia was solely settled by Native Peoples; it was not until much later in the 18th century that European settlement started to develop.

In 1778 the noted British explorer James Cook, who did much to expand knowledge of the Pacific Ocean and increase British influence in the region, led the first Europeans ashore on Vancouver Island. During the same year another Briton, Captain John Meares, established a settlement at Nootka; however, the territory had to be ceded to Spain due to that country's earlier investigations of the region which gave them precedence.

In 1795, after a period of confrontation during which they built a fort at Friendly Cove (on Nootka Sound) and seized four British ships, the Spaniards relinquished their rights to the island and Captain George Vancouver (after whom the island became known), took possession. Vancouver, who was born in King's Lynn, England, in 1757, sailed with James Cook on his voyages to the South Pacific in 1772–75 and to the northwest coast of North America in 1776–80; he would, therefore, have been with Cook when the explorer set foot on the island in 1778. It was Vancouver who, in sailing the Johnstone Strait, proved that Vancouver was indeed an island. In 1795 Vancouver returned to Britain, where he wrote a book entitled *A Voyage of Discovery to the North Pacific Ocean and Round the World*. The book was published in 1798, the same year in which Vancouver died.

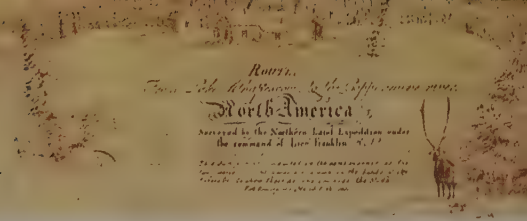


## British Columbia 1798

**Right:** This is described as 'A Chart showing part of the Coast of NW America, with the tracks of His Majesty's Sloop *Discovery* and Armed Tender *Chatham*, commanded by George Vancouver, Esq'. The map was prepared by Lt. Joseph Baker and shows the coastline from 45° 30' North to 52° 15' North and is drafted to a scale of about 15.5 miles to an inch. It was published in London on 1 May 1798. George Vancouver, after whom Vancouver Island was named, was an English sailor from King's Lynn. He had sailed with Captain James Cook in the 1770s and had returned to the waters off the Canadian Pacific coast toward the end of the next decade at a time when Spain had relinquished its rights to the territory. It was Vancouver who formally took possession of the island on behalf of the British. Ironically, the date of the map's publication is just before Vancouver's death; he was to die, having returned to Britain, on 12 May 1798.

(PRO: CO700 British Columbia 1)





Three years after Vancouver took possession of the island, Alexander Mackenzie traversed Canada by land, from the Atlantic to the Pacific coast, thus becoming the first European to achieve this feat. Mackenzie was born in Inverness, Scotland, before his family moved to New York where his father took charge of the Montreal Company. This company (later to become the North West Company) was charged with the exploration and development of the region and Alexander Mackenzie joined its ranks in 1779; his explorations would help to establish the geographical knowledge of the region. Subsequently, Simon Fraser and David Thompson made the same journey, and it is after them that the province's longest rivers are named. Fraser was born in 1776 in the future United States, where his father served (and was killed) during the American War of Independence, fighting on behalf of the King. Following the loyalist defeat, the family moved to Montreal, where Fraser became a fur trader and explorer.

The last United States-British territorial settlement concerned Oregon Country — the region which was to form the future states of Washington, Oregon, Idaho and the western part of Montana — which had been jointly held by Britain and the US since 1818. It was transferred to US sovereignty in 1846 under the Oregon Treaty, which also established the southern border of British Columbia. Although the settlement was achieved peacefully, the dispute over this region — with the British fearing that the US would seek jurisdiction as far north as the 54th parallel — was the closest that Britain and the US came to war after 1812.

During the first half of the 19th century, the area came under the dominance of the Hudson Bay Company and it was under its aegis that the first permanent settlement on Vancouver Island — Fort Victoria — was established in 1843. The company's western headquarters were transferred to Fort Victoria three years later. However, discovery of gold brought a huge population influx to the island and the company's role was soon to be diminished in the ensuing expansion.

In 1849 Vancouver Island became a Crown Colony, retaining its separate status until 1866 when it merged with the mainland. The mainland itself had achieved colonial status in 1858. The Province of British Columbia was to merge with the Canadian federation in 1871.

## Manitoba

Located to the southwest of Hudson Bay, the Province of Manitoba comprises just over 647,797sq km — of which about a sixth is occupied by lakes and rivers — with a population of just over one million (1996 census 1,143,509). The province's capital is Winnipeg. Manitoba comes from a native phrase '*manito waba*', which referred to the noise of stones being ground by the water in the narrows of Lake Manitoba, which the Ojibwan Indians believed came from one of their spirits, Manitou.

Prior to European arrival, there were four distinct Indian tribes settled in the region. These comprised the Assiniboine — who were buffalo hunters and occupied much of the southern half of the province — the Chippewa, who lived close to Hudson Bay, the Salteaux and the Cree.

In 1610 Henry Hudson — after whom Hudson Bay was named — sailed along the eastern coast of the bay in his ship, the *Discovery*. Hudson had been born in the middle of the 16th century and was one of the most important of the early English explorers of the region, although he was actually employed by the Dutch East India Company. In 1607 and 1608 he led two voyages to the Arctic Ocean to the north of Norway hoping to find a route to Asia via Russia. In 1609 he turned his attention to the Americas, where he sailed up the Hudson River, thereby establishing the Dutch presence in and around the future New York. The following year, he sailed into Hudson Bay; however, a dispute about further exploration of the bay with his crew in 1611 led to him, his son John and seven crew members, being cast adrift in an open boat. They were never seen again and their ultimate fate is unknown.

The first authenticated exploration of the region by a European occurred in 1612 when an Englishman, Thomas Button, sailed along the coast of the bay in search of the Northwest Passage. Landing on the coast, he wintered in a location later to be called Port Nelson, claiming the district on behalf of King James I. This voyage was followed by further exploration 20 years later when, in 1631 and 1633, English sailors Luke Fox and Thomas James investigated the west coast of the bay. Again, the motivating factor was a desire to trace the Northwest Passage.



As elsewhere in North America, it was not long before conflict developed between Britain and France and the latter constructed, from the early 1730s, a chain of forts. The French threat was not removed until the Treaty of Paris in 1763 granted the territory to Britain.

At this time, the future border between Canada and the United States was far from confirmed. Therefore, in 1811 when Lord Selkirk was granted some 100,000sq miles in order to start the development of agriculture in the region, this grant included parts of land both in Canada and in the future US state of North Dakota.

The development of agriculture was designed to give the Hudson Bay Company a competitive edge over its bitter rival, the North West Company. This led to a number of events, of which the most famous is the Seven Oaks Incident. This event, which occurred near Winnipeg, in 1816, saw the killing of Commander Robert Semple and 20 others by men linked to the North West Company. One of those implicated (but acquitted) of involvement was the noted explorer Simon Fraser. The bitter rivalry between the two companies only finally ceased after their merger in 1821.

On 15 July 1870, following the acquisition of Rupert's Land, Manitoba — nicknamed the 'Postage Stamp Province' as a result of its small size and shape — became the fifth Canadian province. However, the final definition of the province was not achieved without opposition. Many of the settlers in Manitoba were mixed European and native heritage. Led by Louis Riel they opposed the expansion of the province in the North-West Rebellion of 1885. Riel was executed as a result of his rebellion, although the Bill of Rights that he promulgated — guaranteeing equal rights to French and English-speaking peoples — remains to this day.

The boundaries of the Province of Manitoba were settled in 1818 with the United States; in 1881 when the border with Saskatchewan was finalised; and in 1912 by the determination of the frontier with the Northwest Territories.

## ***New Brunswick***

One of the smallest of the Canadian Provinces, New Brunswick links Nova Scotia with Quebec. It has an area of some 72,908sq km and a population of over 750,000 (1996 census 754,969). The name New Brunswick is derived from the Germany duchy of Braunschweig and is a reflection of the fact that, from the accession of King George I in 1712 through to the accession of Victoria in 1837, the British monarch was also Elector of Hanover. It was only as a result of the fact that the position could not pass to a female that severed the Crown's constitutional link to the German lands held by the Hanoverian kings.

Prior to the European arrival, the area was occupied by the Micmac Indians, one of the Algonquin tribes, and today many place names reflect this heritage. It was in 1534 that Jacques Cartier, the French explorer, first brought contact with the Europeans to these native peoples. This initial contact was followed early in the 17th century by the arrival of Samuel de Champlain who claimed the future New Brunswick as part of 'La Nouvelle France' and from where he launched his exploration of the interior of the region.

Initially, French settlement in the region was limited, partly because of the French emphasis upon trading rather than settlement, but also as a consequence of there being more attractive areas for colonisation elsewhere. This was to change in 1713 when, as a result of the Treaty of Utrecht, Britain was ceded much of the territory formerly known as Acadia.

The population of New Brunswick was to change dramatically after 1783 when, following the defeat of the British in the American War of Independence, some 14,000 loyalists migrated there. As a result, New Brunswick became a separate province from Nova Scotia in 1784 and a self-governing colony in 1847. It was to be one of the four founding Canadian provinces in 1867.

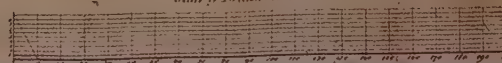
Today, the population of the province is roughly 65 percent anglophonie and 35 percent francophonie. The capital is Fredericton, with a population of 45,000; it developed from Pointe Ste-Anne, a French settlement founded in 1732. The city was renamed by loyalists in honour of the second son of King George III.

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ATLANTIC

B.O

Scale of British Statute Miles



Scale of Mountain Degrees



## Newfoundland

The Province of Newfoundland consists of two parts — the island of Newfoundland itself and Labrador on the mainland. The island is the world's tenth largest and is separated from Nova Scotia by the Cabot Strait and from Labrador by the Strait of Belle Isle. The population at the 1996 census was 541,000 and in area Newfoundland is 405,212sq km. Archaeological evidence indicates that the island was inhabited by native Indians as early as c4,000 BC. Further archaeological work, in the 1960s, has brought evidence of Viking settlement. It was widely believed that the Vikings, sailing westward from Iceland and Greenland and with their prowess as sailors, represented the first authenticated visitors to the Americas from Europe. Excavations at L'Anse aux Meadows brought physical evidence of this connection, with material dating to around 1000AD, the era when Viking power was perhaps at its apogee. Unlike Iceland and Greenland, however, which remained settled by Vikings and very much part of the European sphere of influence, Viking settlement in North America seems to have been relatively short-lived.

European involvement with the region next came in the late Middle Ages when sailors from Spain started to exploit the rich fishing grounds of the Grand Banks. It is uncertain whether they were aware of the land mass beyond the Banks, as the first recorded European encounter with Newfoundland was in 1497 via the Italian John Cabot, who was sailing under the patronage of King Henry VII of England.

Called 'New Found Land', the island effectively became England's first overseas colony — except in name — when Elizabeth I was proclaimed the island's monarch at St. John's in 1583. Settlement was slow; for much of the 17th century, the colony was under the control of the fishing interests from English West Country fishermen. These so-called 'Fishing Admirals' largely prevented the creation of new settlements that might compete with their vested interests. Despite this, a number of small local fishing communities were established.

The French, however, were more successful in establishing a colony on the island, with a capital at Plaisance (Placentia), in 1662. As elsewhere, Britain and

France competed over the future sovereignty of Newfoundland until the Treaty of Utrecht in 1713. Once the issue of control was determined, the population of the colony grew rapidly, with emigrants arriving regularly from Europe.

As a colony, Newfoundland achieved self-government within the British Empire in 1855. Although it participated in the Quebec Conference of 1864, it decided against joining the Canadian federation. However, this was to change after World War II when the population voted in a referendum by 52 percent to 48 percent to join the Dominion. On 31 March 1949, Newfoundland became the tenth Canadian province.

## Northwest Territories

The capital of the Northwest Territories is Yellowknife, situated on the north shore of Great Slave Lake. Today, the Northwest Territories comprise some 1,346,106sq km with a population of over 40,000 (1996 census 41,606). Much of the northern half of the territories is within the Arctic Circle while the remainder is sub-Arctic.

Prior to the arrival of the first Europeans, the area now known as the Northwest Territories was occupied by the Inuit people. Today, more than half of the population of the territory is formed of Native Peoples.

The major European force in the history of the exploitation and exploration of this region was the Hudson's Bay Company.

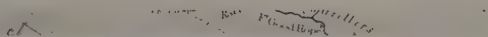
The most significant explorer of the region was Alexander Mackenzie, after whom both a river and one of the territory's districts was named. Born in the mid-1750s in Scotland, he migrated with his father to New York in the middle of the following decade. He joined the North West Company in 1779. The company's primary aim was the exploration of the region and Mackenzie was to lead a number of explorations that increased dramatically knowledge of that area. In 1788 he departed from the Great Slave Lake, which he had already discovered, to follow the route of the river which now bears his name. Expecting it to flow into the Pacific, he was to find that it in fact headed into the Arctic Ocean, thus becoming the first European to reach the river's delta. A second



expedition departed in 1792 in order to try to locate the Northwest Passage, an aim that was to prove successful. On 22 July 1793 he and his team reached the Pacific, the first Europeans to make a land crossing. The records of his explorations and discoveries were published in *Voyages from Montreal on the River St. Lawrence through the Continent of North America* in 1802. Further exploration followed. Sir John Franklin headed two expeditions into the Canadian Arctic and between 1819 and 1822 undertaking detailed exploration of the region between Hudson Bay and the Coppermine River. He followed this, in 1825–27, by recording the Mackenzie River from its source to the Arctic Ocean.

Throughout this period, the Northwest Territories remained under the control of the Hudson's Bay Company. It was only in 1870 that the Canadian Government acquired the territory for £300,000. Out of the territories, the provinces of Alberta, Manitoba and Saskatchewan were created. The present-day boundaries of the Northwest Territories were established in 1918 and amended in 1999 by the creation of Nunavut.

## Nova Scotia



On the eastern seaboard of mainland Canada, just to the south of Newfoundland, Nova Scotia is a peninsula that forms much of Canada's Atlantic Ocean coastline. The name is Latin and means 'New Scotland'. Apart from the main peninsula, Nova Scotia also includes the island of Cape Breton to the north, which was linked to the mainland by the Canso Causeway in the 1950s. Its area is 55,284sq km and its population around a million (1996 census 939,791).

Originally settled by the Micmac, the first authenticated visit by a European explorer to the area occurred in 1528 when Verrazano, a Florentine merchant in the pay of the French king, named the territory New France. John Cabot may also have visited the region in the late 15th century. Unfortunately the records of his explorations do not allow us to determine precisely where in North America he visited. It was in 1604 that the French first established a settlement in the area, founding Port-Royal. Among the early settlers was Samuel de Champlain, one of the most important explorers and cartographers of this region. Champlain was a

native of Normandy who, in his early thirties, in 1603 sailed up the St. Lawrence with François Gravé Du Pont and drafted the first detailed account of the river since its discovery by Jacques Cartier. Along with Du Pont, he established Port-Royal and Ste. Croix in the area of Nova Scotia which became known at this time as Acadia. He was the founder of Quebec and helped to establish the trade links with the native population that were an essential part of the French role in the region. Champlain anticipated Quebec becoming the centre of a major trading colony and, in order to progress this, he established the Compagnie de Cent-Associés in 1627. Following an hiatus in 1629–32 when Quebec was overrun by the English, the scheme was refounded in 1633. His extensive work in surveying and recording the region is recognised today by the lake named after him

As elsewhere in Canada, the British started to establish settlements in the 17th century; in Nova Scotia this occurred in 1621 when King James I granted a group of Scottish noblemen (hence the region's name) land rights in the area. The belief that John Cabot's supposed discovery of the region granted England this right, leading to tension and conflict with the already well-established French.

Possession of the region was, like Newfoundland, settled as a result of the Treaty of Utrecht in 1713, which ceded the land to the British, although this was not the end of French interests in the region. The future provincial capital, Halifax, was founded by Edward Cornwallis in July 1749 as a strongpoint for a garrison intended as the counterpoint to the French fortress of Louisbourg on Cape Breton.

The threat from the French in Louisbourg was finally removed when the British destroyed the fortress in 1758 during the Seven Years' War. With the capture of Cape Breton (ceded to Britain after the Treaty of Paris in 1763), most of the existing French settlers were ejected after refusing to swear allegiance to the British crown. Instead, the British authorities encouraged Protestant emigration to the colony of Nova Scotia from many European countries. The population was further increased after the American War of Independence by migration northward of loyalists to the British Crown who were unwilling to remain in the now independent 'Thirteen Colonies'. In 1867 Nova Scotia was to become one of the four founding provinces of the Dominion.

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## Nunavut

Created from part of the Northwest Territories, Nunavut (meaning 'our land' in Inuktitut) accounts for over a fifth of Canada's total area — 2,093,190sq km — but less than a thousandth of its population (1996 census 27,039). The territorial capital, decided by plebiscite on 11 December 1995, is Iqaluit. Nunavut has three regions: Qikiqtaaluk (or Baffin) in the east and north; Kivalliq (or Keewatin) in the south and centre near Hudson Bay; and Kitikmeot in the centre and west.

Nunavut was established under the Nunavut Act that received royal assent on 10 June 1993, returning to Inuit (85 percent of the population) control over their own affairs and enabling them to guarantee the Inuit way of life. On 1 April 1999 the act took effect and Nunavut became a new territory in the Canadian federation.

## Ontario

Although the second largest of the Canadian provinces, comprising some 1,076,395sq km, Ontario is the most populous with a population of some 11,513,808 people (1996 census). The provincial capital is Toronto, although the federal capital, Ottawa, is also situated in Ontario.

Populated by Indian tribes before the arrival of the Europeans, the native population was represented by the Iroquois, the Algonquin and the Huron tribes, who were dealers in furs and were the first to establish trading contacts with the Europeans. The two former tribes were more agrarian in life-style, growing crops around settled villages. However, lacking knowledge of crop rotation, as the soil became exhausted so whole villages would move and establish new settlements.

The impetus for European involvement came with Samuel de Champlain, a pioneer in expanding French influence in the region and in increasing European knowledge of the interior of North America. With the Hurons as his allies, from 1610 onwards, Champlain gradually moved westward establishing both trading stations and missionary outposts.

As with most of central and western Canada, the major British influence in the region came after the establishment of the Hudson's Bay Company. With the rest of Canada, the region was disputed between the British and the French until after the Treaty of Paris in 1763, which recognised British supremacy in North America. However, the major impetus to the development of the future Ontario occurred after the American War of Independence when some 10,000 loyalists, led by Joseph Brant, settled in the region alongside the Indian tribes that had also been loyal to the Crown during the war.

In 1791 the existing province of Quebec was divided into Upper and Lower Canada. The former was to become known as Ontario in 1867. In the decades immediately after the creation of the United States of America, tension remained great between Britain and its erstwhile colony. In 1812, during the Napoleonic Wars, this tension resulted in the US invasion of Upper Canada. Stiff resistance from the local Canadian population and the arrival of British forces who, in return, invaded the United States, prevented any US territorial gain.

In the two decades up to 1840, the population of Upper Canada more than quadrupled, with large numbers of emigrants arriving from Europe as a result of land grants. Some 1.5 million settlers arrived in the region during these years. At the time the future province was still ruled by a British governor; however, increasing resentment at this non-democratic establishment led in 1837 to an armed rebellion led by William Lyon Mackenzie. Mackenzie, inspired by reforms in the US, was increasingly forthright in his espousal of the concept of republicanism and democracy. His armed insurrection failed. Mackenzie's inadequacies as a military leader matched those of the British governor Sir Francis Bond Head, but a sufficient number of loyalists, afraid of the threat to the status quo, responded and defeated the rebels in a single engagement. Mackenzie, with a sizeable price on his head, fled to the US, where he was unable to gather any support for action other than limited, private enterprise incursions across the border.

However, realisation that dissent such as that shown by Mackenzie would tend to increase over time, in tandem with a growing self-belief as the population rose, meant that it was inevitable the constitutional position of Canada



would change. The result was, ultimately, the British North America Act of 1867 and the creation of the Canadian federation.

## Quebec

The largest of the Canadian provinces, Quebec represents about one sixth of the total land mass of the nation. It comprises almost 1,542,056sq km and at the 1996 census showed a population of 7,345,390. It stretches from Hudson Bay and the Ontario border in the west to the Gulf of St. Lawrence in the east. It is the part of Canada that has the longest recorded association with European exploration and was the cornerstone of French exploitation of the region.

It was in 1534 that the notable Breton explorer Jacques Cartier became the first European to explore the mouth of the St. Lawrence, claiming the Gaspé Peninsula in the name of the French king. In 1535, Cartier again visited the region, this time sailing up the St. Lawrence as far as the Indian settlements of Stadacona (the location of the future Quebec City) and Hochelaga (the future Montreal), which were settled by the established Algonquin and Iroquois. Cartier was to make one final trip to the region, in 1542; however, his failure to return to France with the wealth he had promised meant that exploitation of the region was much slower than in the Spanish and Portuguese areas of Central and South America, where rich pickings had been found by the conquering Europeans.

At the start of the 17th century France's interest in Canada developed as a result of the fur trade. In 1600 Pierre Chauvin established the first trading post at Tadoussac and in 1608, following his exploration along the St. Lawrence, Samuel de Champlain founded Quebec. From the start there was conflict with the British and their allies, the Iroquois. Under Louis XIV the area was named Nouvelle France and the French position was strengthened by the arrival of significant numbers of French settlers. By the middle of the 18th century, the french-speaking population of the region had reached some 80,000.

The continuing confrontation between Britain and France — which was to see colonial wars in the West Indies, in India and in North America — was to lead to one of the most daring exploits of the Seven Years' War. Part of the British

strategy during this war was to weaken fundamentally France's grip over much of North America. In this strategy the British were aided by the skill of General James Wolfe, who had played an important role in the defeat of the French at Louisbourg on Cape Breton. He planned and carried out a daring assault on the French positions at Quebec — positions which were widely assumed to be impregnable. Leading his troops up the heights to the Plains of Abraham, Wolfe defeated the French army under Montcalm although he lost his own life in the process.

Following the Treaty of Paris in 1763, Quebec was ceded to the British, although the rights of the French were guaranteed in the Quebec Act of 1774. However, the tenuous balance was upset after 1783 by the arrival of large numbers of loyalists as a result of the British defeat during the American War of Independence. In 1791, in order to restore some stability to the region the territory was divided into Upper and Lower Canada.

In 1840 Upper and Lower Canada joined to form the Province of Canada, an arrangement that was to last until the creation of the Dominion of Canada. Quebec was, as a result of the act, again a separate province.

Quebec today forms the heartland of the french-speaking population of Canada. A separatist political party, the *Parti Québécois*, was established in 1968 with the intention of campaigning for independence from the federal state. A majority of the province's population have twice voted to remain part of Canada.

## Prince Edward Island

Situated in the Gulf of St. Lawrence, known to the Micmac as *Abegweit* (cradled on the waves), Prince Edward Island is easily the smallest of the Canadian provinces, with an area of only 5,660sq km.

As with much of Canada, it was to be the French that represented the initial European presence. Claimed by France in 1523, it was not until 1534 that Jacques Cartier sailed to the island. The French called the island *Île St. Jean* and the first permanent settlement was established in 1663. The French settlement grew from the early years of the 18th century with Port de la Joie (now Fort Amhurst) being

established in 1719 and Three Rivers in 1732. Further French settlement followed the eviction of the Acadians from Nova Scotia in 1755, and by further French refugees in 1758 following the British capture of Louisbourg.

The presence of a significant French population on Île St. Jean prompted the British to occupy the island. Following the British occupation, the newly renamed St. John's Island saw its French population reduced by deportations either to France or to the rest of British North America. Control of this new British outpost was through the colony of Nova Scotia from 1763. With the French population largely dispersed, the pattern of land ownership was shaken up following the creation of three administrative districts and 67 lots by General Samuel Holland in 1764–65. The property lots were disposed of by lottery in London. Consequently, for the next century until the Land Purchase Act of 1753 (which repatriated control of the land), there was much tension between the absentee landlords and their tenants.

The independent colony of St. John's Island, separated from Nova Scotia, was created in 1769. In 1798 the colony's legislative assembly voted to change the island's name to Prince Edward Island in honour of the commander of the British forces stationed in Halifax, the Duke of Kent, father of the future Queen Victoria.

Although the conference establishing the Canadian confederation was held at the island's capital, Charlottetown, in 1864, it was not until 1873 that the colony voted to become part of the Dominion itself.

Today, Prince Edward Island has a population of around 140,000 (1996 census 137,980), the vast majority of whom have antecedents either from the British Isles — a large number of Scots emigrated to the island in the late 18th and early 19th centuries — or from loyalists to the crown who left the 'Thirteen Colonies' after the American War of Independence.

## **Saskatchewan**



Like Alberta to the west, Saskatchewan is land-locked; it covers an area of just over 651,036sq km with a population of just over one million (1996 census 1,027,780). The name of the province is derived from the Cree phrase 'The river that flows smoothly'. The province possesses four great river systems; three of these — the Assiniboine, the North and South Saskatchewan, and the Churchill — drain into Hudson Bay, the fourth — the Frenchman River — flows into the Mississippi. The province's capital is Regina.

Primary archaeological evidence exists only for settlement from the 6th millennium BC onwards. There were a number of native tribes at the time of the first European encounters, including the Cree, the Assiniboine and the Blackfoot.

Initially contact with the Europeans was limited, based solely around the fur trade, and it was not until the last decade of the 17th century that European exploration of the region began in earnest. It was in 1690 that a representative of the Hudson's Bay Company, Henry Kelsey, first started to explore the hinterland beyond the bay itself. He was followed by further explorers, whose work was critical in opening up European knowledge of the interior of the continent. Inevitably, much of this exploration work was along the rivers that form such an essential part of the province.

The future province was acquired by the Canadian government in 1870 as part of the purchase of Rupert's Land. At this time it formed part of the Northwest Territories, although its population was to grow rapidly as a result of the increased exploitation of the agricultural potential of the south. As with Manitoba to the east, Saskatchewan was affected by the North-West Rebellion of 1885. It was not until 1905 that the Province of Saskatchewan was finally carved out of the Northwest Territories.

The settlement of Regina dates back to the arrival of the railway, although there had been an earlier native settlement there. In 1882, when it became the capital of the Northwest Territories, the settlement's name was changed to 'Regina' in honour of Queen Victoria; prior to that date it was known by the slightly less complimentary name of Pile o'Bones.



## ***Yukon***

The Yukon is the third of Canada's territories. Situated in the extreme north-west of the country, it borders Alaska. The name is derived from the Loucheux 'yu-kun-ab', which can be translated as 'big water'. The territory incorporates some 482,443sq km and has a population of over 30,000 (1996 census 30,633). It is divided from the Northwest Territories by the Mackenzie mountains to the east.

As with much of western Canada, the history of the Yukon is linked with the fortunes of the Hudson's Bay Company. Until the mid-19th century the area was populated solely by small numbers of Athapaskan Indians, but the relative tranquillity of the region was to be shattered later in the century, shortly after the Canadian Government's acquisition of the land, by the discovery of gold.

Prospectors first rushed to the region in the early 1880s as the deposits in British Columbia further to the south were gradually exhausted. In 1895, the year before the discovery of gold, the Yukon became a separate administrative district of the Northwest Territories.

The Klondike Gold Rush is one of the defining moments of North American history, as thousands desperately sought to take advantage of the mineral wealth of the region. It was on 17 August 1896 that George Carmack, along with his two brothers-in-law, registered the discovery of a large nugget of gold found in Rabbit (later Bonanza) Creek. Upward of 100,000 prospectors from across the world rushed to the area. The township of Dawson City, established in the late 1880s, saw its population rocket; accurate figures are unknown as to the scale of this itinerant population, but the town's population may well have reached 50,000 — more than the entire territory's population today — earning the town the name 'San Francisco of the North'.

## ***The Reasons for Cartography***

There were a number of factors that led to the vast output of maps from the early 16th century onward. First, the discovery of the Americas was contemporaneous with that glorious period of European learning known as the Renaissance. Science, art and literature all flourished; many of the existing precepts of knowledge were being questioned. No longer, for example, was the world at the centre of the universe, as astronomy showed conclusively the rotation of the planets around the sun. Cartographic skills were also improving and represented an ideal means of delineating the new knowledge.

At a most basic level maps were required to record the physical presence of land and of physical features. In particular, information regarding safe havens was required and, as knowledge increased, so these charts developed into maritime charts detailing safe channels, expected water depths, hazards to navigation and so on. It is important to remember that all trade was sea-borne at this time, and the vulnerable ships of the period were at the mercy of the often unexpectedly harsh climate.

Out of discovery came possession and many of the maps that were produced from the colonial era were designed to show land ownership. On a global scale, these maps could illustrate the distribution of land between the great nation states, often as a result of a settlement after a war, or between the colonists and the native tribes.

At a more local level, the maps could illustrate the ownership of parcels of land that had been divided between individual colonists. In the Euro-centric way in which North America was colonised, the great European monarchs granted huge areas of land to their subjects for the creation of colonies; while these often took account of major geographical features, such as rivers, they were quite often arbitrary in the delineation of borders. The proprietors of these new provinces or colonies would then sub-divide these holdings for the settlers. At a time when there was no other title to the land, the precise delineation of holdings was critical. While, certainly in the early days, the more global representation of the region was suspect, the smaller the areas covered the

# CARTOGRAPHY

greater the accuracy. There had been a long tradition of detailed estate maps in Europe, in particular among the abbeys and major land owners, and mapping of a small locality was, therefore, a skill widely practised.

Finally, from possession comes conflict. One of the major factors leading to the colonisation of the Americas was the prevailing belief in 'mercantilism' — a belief that held that the world only possessed a fixed amount of wealth and that one country could only increase its own prosperity by grabbing wealth from another country. The vast opulence of the Americas — fostered both from the actual wealth brought back by the early explorers and such myths as that of El Dorado — was to act as a magnet to European powers eager for their share of this new-found prosperity. Initially many of the settlements established were in the form of trading posts, but it was inevitable that the conflicts — religious, political and economic — that dominated Europe in the 300 years from the discovery of the Americas through to the French defeat at Waterloo, would have their echoes in the New World. Subsequently, many of the maps illustrated in this book show fortifications, either actual or proposed, as well as campaigns. The military were among the most important map makers, with the skills and resources to undertake precise surveys. It is no accident that the United Kingdom's primary mapping agency has the name Ordnance Survey as it grew out of a department of the military.

## *The Development of Cartography*

After the demise of the Roman Empire, European culture had lost many of the skills and arts that the classical civilisations had possessed. Among the skills that had disappeared during the so-called Dark Ages was cartography. The Greeks and Romans had had the skills and the knowledge to produce quite detailed maps which bore some resemblance to the actual landscape and topographical details; post-Rome, however, the civilisations of western Europe lacked the cartographers with the knowledge to undertake the work. Religion had a great deal to do with this. The famous *Mappa Mundi* on display at Hereford Cathedral in England was completed by Richard of Haldingham in the

13th century; this map, purporting to show the whole world, reflects the contemporary Christian belief that the earth was flat, the sky represented the heavens and that all centred on Jerusalem.

The Renaissance was a period of flowering in the arts and in literature. It was a period when science was advancing and when mankind's knowledge of the world was increasing. Exploration, by land and sea, had expanded the knowledge of the earth and had undermined fatally the existing tenets. During the later Middle Ages, there was an increasing skill in cartography, just as there was in art, and this was initially reflected in local or district maps. These small scale maps were often the result of property disputes or of the major landowners, often the church, delineating their property. At the start of the 15th century, the production of these local maps grew dramatically. To this was added the production in 1406 of a map produced by Ptolemy, a late Roman cartographer, of the then known world drawn in a style similar to that which we would recognise today. This map was widely circulated and in 1475 the first printed version appeared. With the arrival of printed maps, the skills of the cartographer — which previously had been limited to only a handful of people, many of them monks in the major monasteries — became more widely dispersed.

Just as the knowledge of cartography was increasing, so, too, were the skills associated with surveying. Although still rudimentary by modern day standards, the principle of constructing maps by actual measurement was growing in importance. Units of measurement may have varied from country to country, even district to district, but the moment that maps became scaled so they became more useful to, for example, property owners and to mariners. The skills associated with the construction of detailed maps were also enhanced during the 16th century by the discovery of triangulation, the art by which the relative positions of places could be determined through the use of a precisely measured base line and detailed use of angles.

Thus, just at the time when European explorers were starting to investigate the New World, the skills and means were developing for them to record as accurately as their skills existed, the land that they had found. For explorers of North America, however, there was a further layer of knowledge that they could



call upon and that was the map making tradition of the native population. There was a strong tradition of symbol maps amongst the Indian populations of both North and South America. Some of these were carved on stone, while others were less permanent, being drawn on animal skins, on tree barks or in the sand. Many of the early maps produced by the explorers in the New World were able to draw upon these symbol maps. The tradition of symbol maps did not die with the arrival of the Europeans; the native population continued to use such methods well into the 19th century.

Many of the early cartographers of the 16th and 17th centuries were not specifically trained. Some — like Leonardo da Vinci — were artists and scientists interested in expanding human knowledge; others came from more mundane backgrounds. The great British cartographer John Speed, who flourished in the early 17th century, was a tailor. A figure like Speed was able to develop as a cartographer without ever having visited the regions that he portrayed for two reasons. First, he was able to copy the work of earlier cartographers as the concept of copyright as we know it today did not exist. Second, this information could only come to him through the increasing availability of detailed prints produced by craftsman, many of whom came from the Low Countries (Belgium and Holland). This latter point is of note; these craftsman-printers were producing printing plates in languages in which they were not well versed. It was inevitable that place names would be mis-spelt and these errors would be perpetuated by those using the printed maps as sources for newer publications.

By the start of the 16th century, the skills required to produce detailed scale maps were in place. Many of the earliest drawn were produced by the military — for both offensive and defensive reasons — and the military was, as the maps in this book show, to maintain an important role in cartography right through to the modern age. Many of the scale maps produced still retain elements of the older tradition of pictorial representation. To cartographers in the Renaissance, and to those working today, the pictorial representation of buildings and other facilities helps to codify. The pictorial representations that are visible in many of the maps included in this selection have three effective roles: to decorate; to provide a useful symbol (for a church or house, for example); and, to form a foundation for other information.

### *A note on the maps*



All the maps illustrated in this book have been drawn from the large collection held by the Public Record Office at Kew in west London. This is the major holding of all public documents in the United Kingdom. The maps are derived from three main government departments — the Foreign Office, the Colonial Office and the War Office — and reflect the interests and concerns at the time they were compiled. Although the majority were produced by English-speaking cartographers, the collection also includes numerous maps produced for other nations involved in the exploration and the exploitation of the New World.







## Canada c.1686

**Left and Above (detail):** Described as 'A chart of the coast of America from New Found Land to Cape Cod', this map was drawn by John Seller and published in *Atlas Maritimus*. Clearly identifiable are New Scotland (Nova Scotia), Newfoundland, New France (as Louis XIV had had the region along the St. Lawrence rechristened), Acadia (the part of Nova Scotia settled by the French

that would be ceded to Britain in 1713) and the coast of New England. As with many cartographers of the time, Seller copied earlier work — in particular that of the Dutch 17th century map makers — much of which was out of date and inaccurate.  
(PRO: FO/925/4111/f30)







## Canada c.1698

**Far Right and Right (detail):** This map was drawn by John Seller and was published in *Atlas Maritimus*. It shows the Hudson Strait between Prince Rupert's Land (Quebec) and Baffin Island. To the east of Baffin Island is the southernmost tip of Greenland. This map post-dates slightly the creation of the Hudson's Bay Company, and the name 'Prince Rupert's Land' was that selected for the territory granted to the new company. *Atlas Maritimus* was first published in c.1675 and further editions were produced, with alterations, up to 1710. John Seller, who was active after 1660 until his death in 1697, was one of the most influential of British 17th century cartographers. He was appointed Hydrographer to King Charles II in 1671 — as is evident from this map's cartouche — and, in addition to his cartographic work, was also a maker of astronomical instruments and globes.

(PRO: FO/925/411/f28)

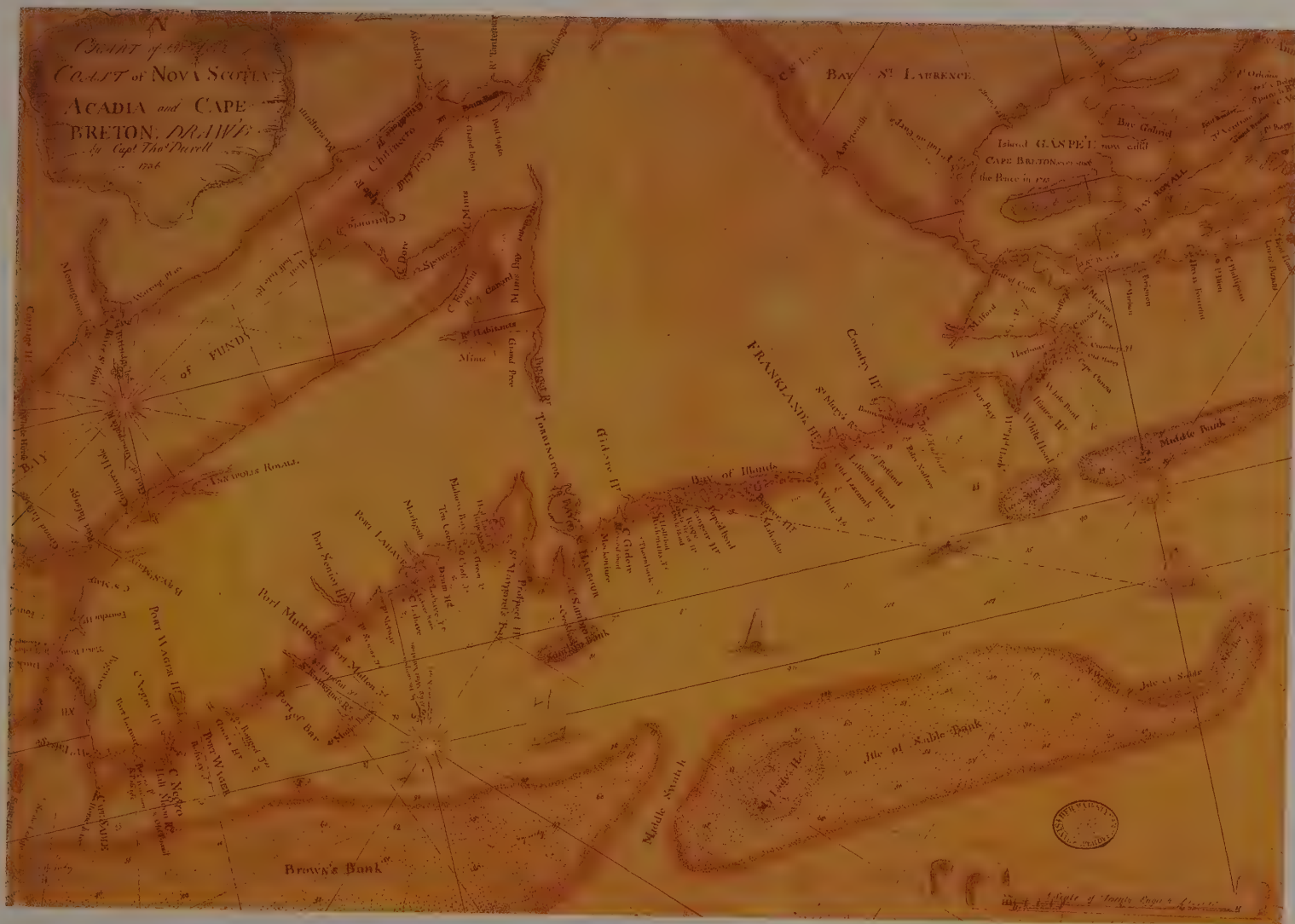












## Nova Scotia 1736

**Above:** Described as a chart of the sea coast of Nova Scotia, Acadia and Cape Breton, this map shows the area that today comprises the modern Province of Nova Scotia. It was drawn by Captain Thomas Durell to a scale of about 12.5 miles to one inch and is aligned with north to the right hand side. At top right (compare with map on page 30), Cape Breton is described as 'Island Gaspee now called Cape Breton ever since the Peace of 1713'. The Gaspé peninsula

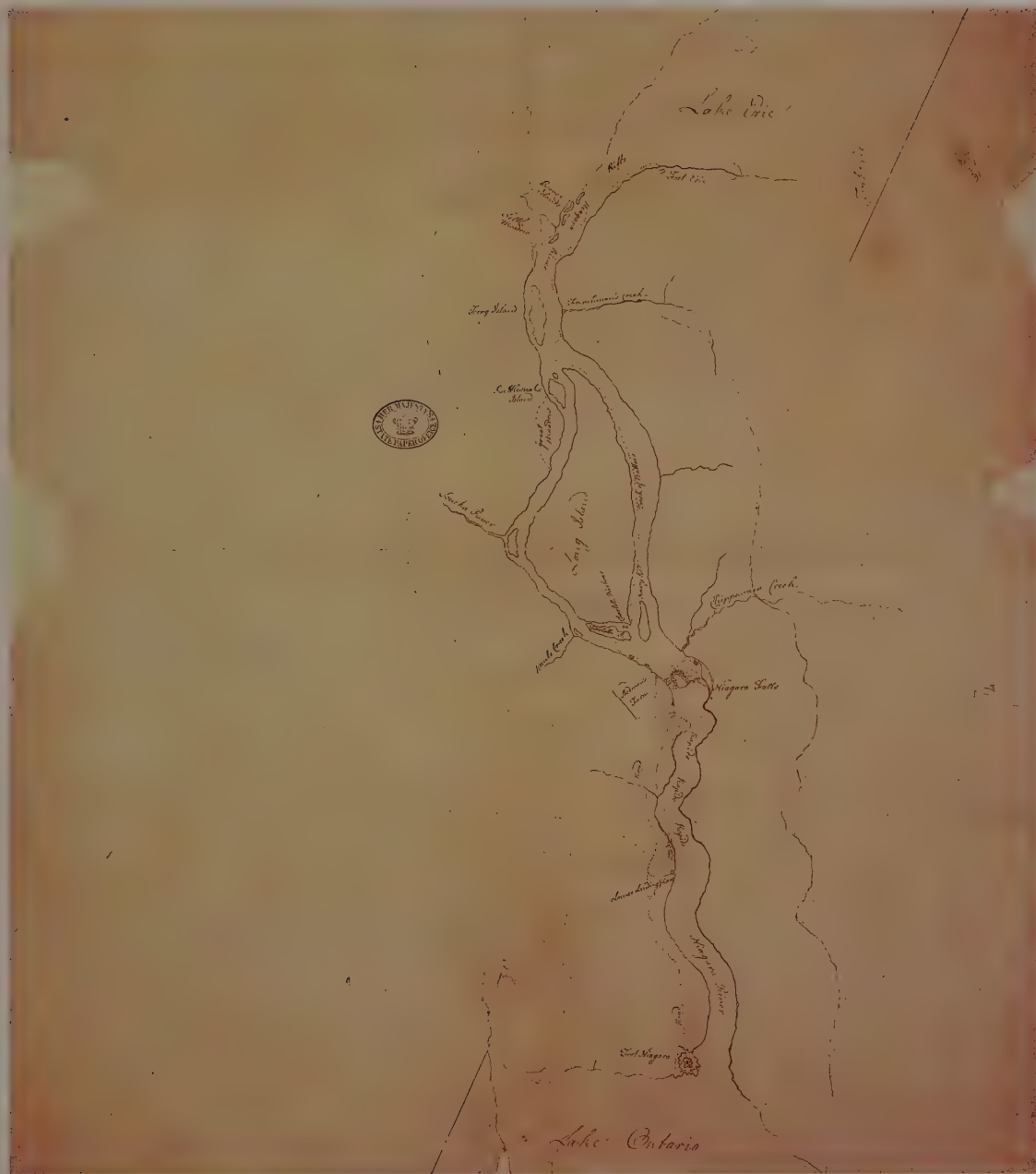
was first claimed for the French king by the pioneering explorer, Jacques Cartier — a Breton — in 1534. It and Acadia represented the French settlements at the mouth of the St. Lawrence with the Cabot Strait between the most northerly point of Cape Breton and Newfoundland. Acadia was ceded to the British after the Treaty of Utrecht in 1713, but at the time of this map Cape Breton was still in French hands and would remain so until after the Seven Years' War.  
(PRO: CO700 Nova Scotia 12(1))





## Niagara River 1725

**Left:** Computed to a scale of about 1.5 miles to an inch, this map is a 'Plan of Niagara River and Fort &c &c for John Stedman of that place in the Province of New York'. The map includes information about place names, falls and creeks, identifying Stedman's property as being on the New York side of the river. Situated at the centre of the map are Niagara Falls, where the river falls 197ft en route from Lake Erie to Lake Ontario. Beyond the falls, as the river heads towards Lake Ontario, it passes through a gorge and rapids. Today the Niagara River forms the international boundary between Canada and the United States, with the Horseshoe Falls being in Canada and American Falls being in the US, with the two being separated by Goat Island — these features are all clearly evident in this map. The land occupied by Stedman in 1725 is today valuable real estate, forming, as it does, part of the centre of the city of Niagara Falls in New York State. (PRO: CO700 New York 18)





## Placentia, Newfoundland 1741

**Above:** Drawn by A. Gridland in 1741, this map shows the new redoubt, fort castle and out batteries at Placentia, situated on the south shore of Placentia Bay, to the extreme southwest of Newfoundland. The origins of Placentia date back to 1662 when the French established a colony — Plaisance — on the island. Following the Treaty of Utrecht in 1713, the area became British. The French Fort Royal was built in 1693 and, after the British takeover, was

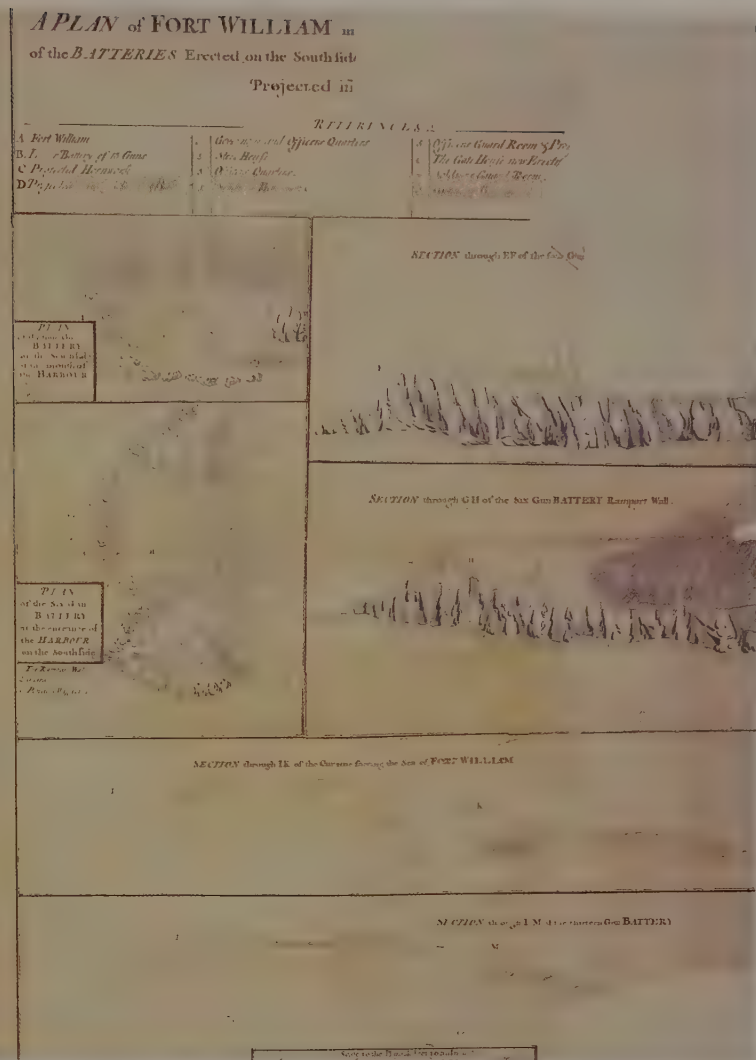
renamed Castle Hill. Today Castle Hill is a national historic park. (PRO: MPH309 [6])





## St. John's, Newfoundland 1749

**Above:** Drawn to a scale of 400ft to one inch by A. G. Fournier with sections drawn to a scale of 10ft to one inch, this map portrays Fort William at St. John's — the batteries erected on the south side of the harbour and projected works. St. John's represents one of the oldest locations of European development in Canada. Early in the 16th century European fishing fleets adopted the natural harbour located here. The location was disputed until it was claimed



on behalf of Queen Elizabeth in 1583 for England. Developing into an important trading and fishing centre, St John's was ruled by 'Fishing Admirals'. Despite being claimed by the English, its final sovereignty was not confirmed until 1763. This map illustrates well the contemporary concerns to ensure the defence of the town and harbour at a time when the French were still well ensconced in their fortress at Louisbourg on Cape Breton Island. Indeed, during the Seven Years' War, the French did occupy St. John's for a short period. (PRO: MPH1165)







## Canada 1745/1752

**Left:** This is one of a number of versions of this map held by the Public Record Office. The original was published in France in 1745. The legend, translated, reads that this shows the eastern part of New France or Canada by Mr Bellin, engineer of the king and of the sea. It was published in France by R. J. Julien, in Nuremberg by Heritiers d'Homann and in London by J. Rocque. The scale of the map is about 50 miles to one inch. The version illustrated here accompanied Lord Albemarle's despatch from Paris dated 15 June 1752 and has been modified to show the proposed borders of British and French territory in Canada. British territory is highlighted in red, French in yellow and neutral lands in blue. By this date, much of the original French territory in Canada had been ceded to Britain as a result of the Treaty of Utrecht. War was to break out again within the decade that would result in the virtual elimination of France from the future territory of Canada. (PRO: MPF162)

## Louisbourg 1745/1757

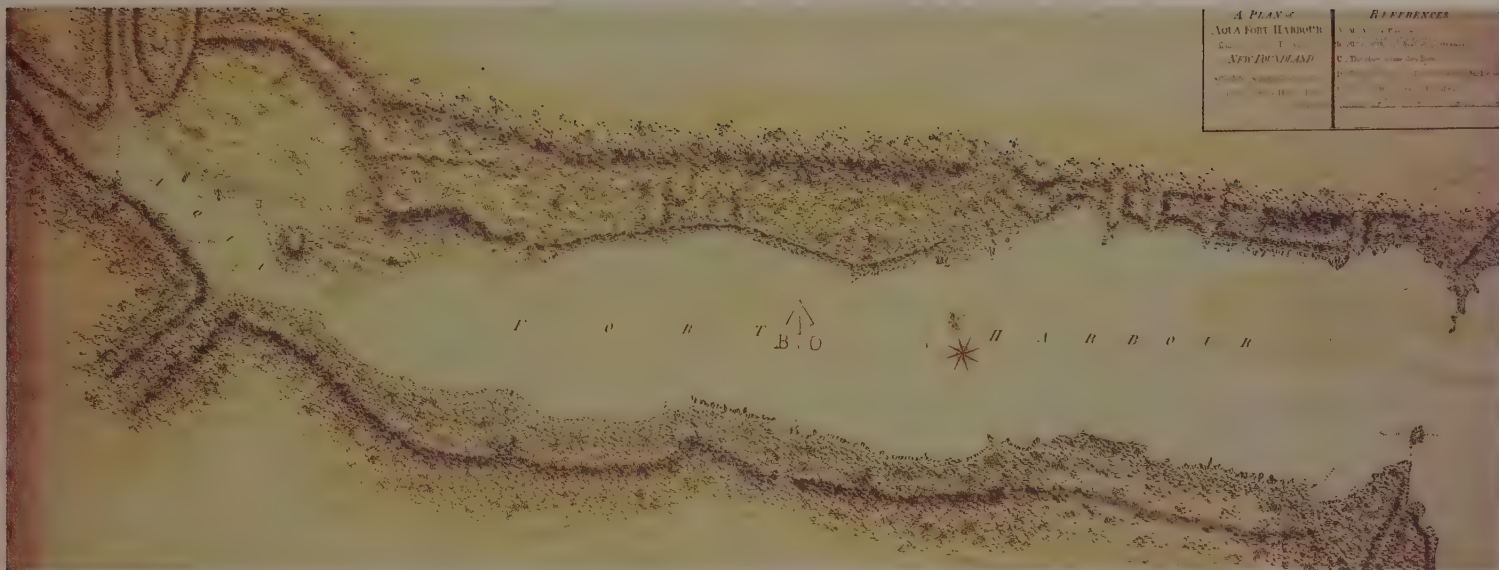
**Above:** Described as 'A Plan of the City and Fortifications of Louisbourg from a Survey made by Richard Gridley, Lieut Coll of the Train of Artillery in 1745 ...' and 'A Plan of the City and Harbour of Louisburg, with the French batteries that defended it and those of the English, shewing that part of Gabarus Bay in which they Landed ... 1745'. This represents a printed version of the original maps, issued by Thomas Jefferys, Geographer to the Prince of Wales, at Charing Cross on 20 April 1757. The main map is drawn to a scale of 300ft to one inch with the inset map at 2.3 miles to an inch. These maps illustrate the 49-day siege of 1745, which ended in the capture of the fortress on 17 June by forces largely raised in New England by Sir William Pepperell. Louisbourg, on Cape Breton Island, was established after the Treaty of Utrecht, as a result of the loss of much of the existing French possessions in Canada. Initially, they had looked at the future Halifax as a potential site, but rejected it in favour of this location. Following its capture in 1745, it was returned to French control, only to be seized again by the British in 1760 and destroyed, Cape Breton was ceded to the British in 1763. Today, it is again possible to see the fort at Louisbourg; it has been largely reconstructed as living museum. (PRO: MPG328)



*Caption from*

Adapted from the original map of the Gulf of Mexico, showing the coastline, major cities, and the Gulf of Mexico. The map is oriented with North at the top, and a compass rose is located in the lower left quadrant. The map is titled 'Gulf of Mexico' and includes a circular seal in the upper left corner. The seal features a crown and the text 'J. DRAUG' and 'J. DRAUG'.



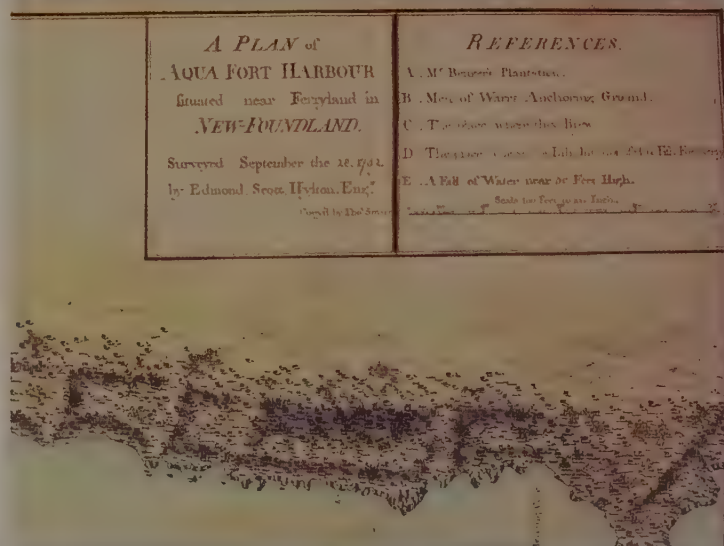


## Nova Scotia c.1750

**Left:** Recorded as 'A Draught of the upper part of the Bay of Fundy taken in 1748 by order of the Honble Paul Mascarene Esqr Lieut Governor and Commander in Chief of His Majesty's Province of Nova Scotia and at the request of His Excellency William Shirley Esqr Governor of His Majesty's Province of Massachusetts Bay in New England by Charles Morris', this map is drawn to a scale of three miles to one inch. The Bay of Fundy is the bay separating Nova Scotia from New Brunswick, the northern part of which is enclosed by the narrow isthmus which represents the only physical link between the peninsula on which Nova Scotia is situated and the mainland. The reference to the two governors helps to emphasise that at the time of the map's drafting, British power in North America extended both into what would become Canada in the future, as well as the New England territories that would, within 30 years, be fighting a bitter war of independence. (PRO: CO700 Nova Scotia 17)

## Aquafort Harbour c.1752

**Above and Right:** Surveyed in September 1752 by Edmond Scott Hylton, this is a map, drawn to a scale of 400ft to one inch, of Aquafort Harbour near Ferryland in Newfoundland. (PRO: MPH267)









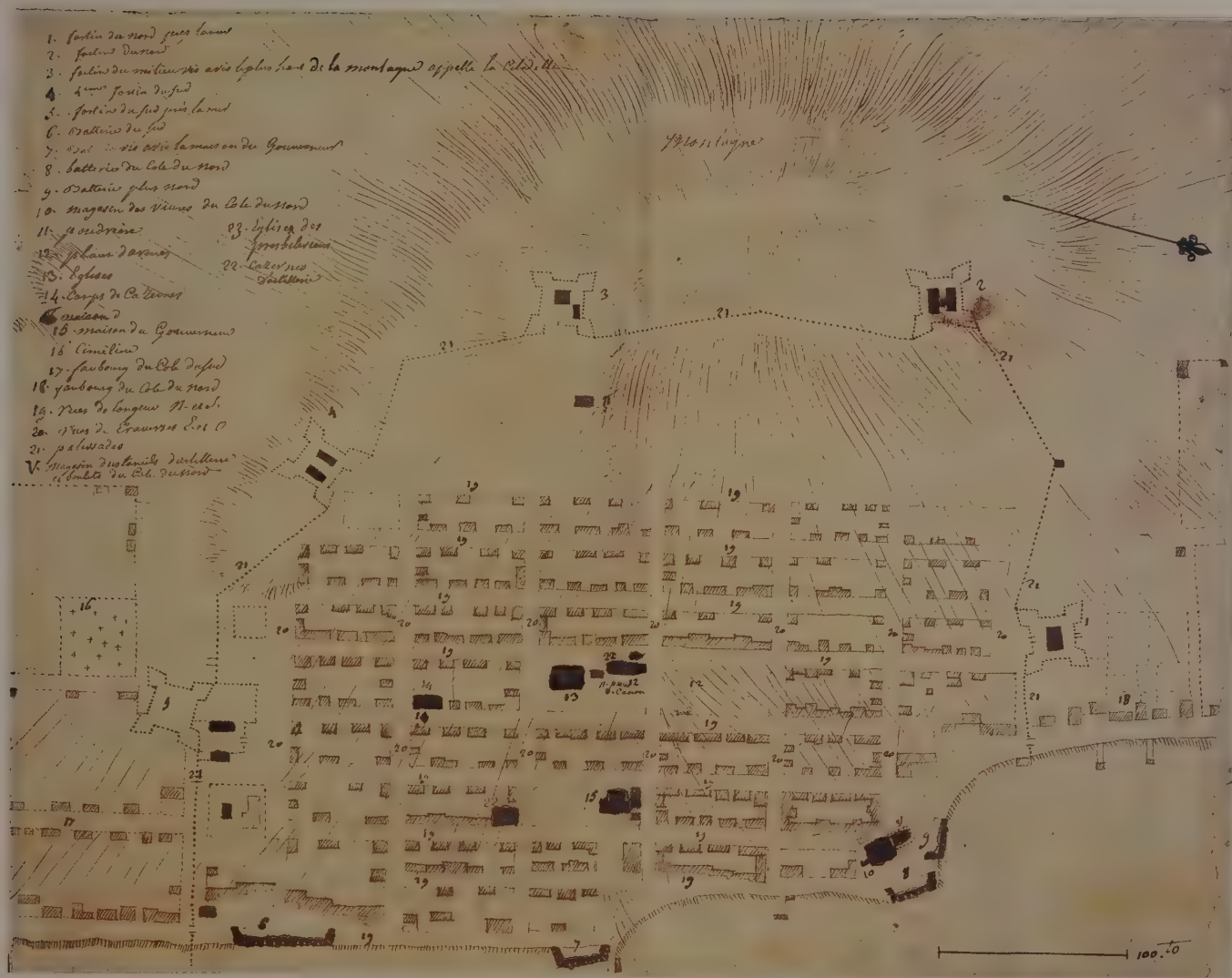


## Canada 1754

**Above:** This French map, drawn to a scale of about 24 miles to one inch, portrays the coastline of Newfoundland (on map as Isle de Terre-Neuve), Prince Edward Island (Isle St Jean), northern Nova Scotia (Acadia) and Cape Breton Island (Isle Royale). The coast of Newfoundland is delineated with the British and French fishing areas. To the east of Newfoundland can be seen the Grand Bank, the continental shelf in the Atlantic Ocean which was at the cen-

tre of the fishing industry until the stock was largely depleted in the 1980s. It was the potential from fishing that provided one of the most important stimuli to the development of European settlement on the east coast of Canada, with both Britain and France exploiting the vast resources available. Although the original of this map was produced in 1754, this version has been amended to incorporate British encroachments after the Treaty of Paris in 1763. (PRO: CO700 Canada 11)





## Halifax 1755

Above: This is a town map showing streets, principal buildings, forts and walls of Halifax and was one of a number of enclosures sent by Vice-Admiral Boscawen to the Admiralty on 15 November 1755. Originally a French map, drawn to a scale of approximately 105 yards to one inch, the motive of the original draughtsman is evident in the French legend 'Projet d'Attaque sur Halifax avec 3,500 hommes'. Boscawen recorded that the plan was 'taken out

of a Wash Ball that was in a French Officer's chest going to Louisbourg. This plan, I apprehend to be the invention of Monsr. Vaudreuil, Governor of the Three Rivers, he was taken in the Alcide, is Brother to the Vice Admiral of that Name, the Governor of Canada and the Governor of St Domingo, but is almost a fool.' Although the Seven Years' War had not broken out in Europe by this date, this map is clear evidence that, despite a period of nominal peace between Britain and France, each side was constantly plotting attack and counter-attack against each other's territory. (PRO: S.P. 42/38 p224)



## St. Lawrence River 1757

**Above:** Dedicated to Richard, Earl Temple, First Lord of the Admiralty and drawn to a scale of 11.5 miles to an inch, this map is 'An Exact Chart of the River St. Lawrence from Fort Frontenac [Kingston] to the Island of Anticosti ... and all necessary Instructions for navigating that river to Quebec'. The insets include the Seven Islands, St. Nicholas or English Harbour, The traverse

or Passage from Cape Torment into the south channel of Orleans Island, and the Road of Tadousac. The map was engraved and published by Thomas Jefferys at Charing Cross on 25 January 1757. The St. Lawrence was, and is, the major transport route into Canada and it was the route by which European settlement and exploitation was furthered. Control of the St. Lawrence, much of which was still in French hands at the time this map was drawn, was critical for both Britain and France.  
(PRO: CO<sup>700</sup> Canada 15)





## Montreal 1758

by Samuel de Champlain in 1603. By this date the Indian settlement had disappeared and Champlain established a new — short-lived — settlement called Place Royale in 1611. In 1642 Paul de Chomeday, Sieur de Maisonneuve, founded Ville Marie de Mont-Réal as a mission station. Apart from religion, the future Montreal was also to become an important centre of the fur trade, following the French settlement with the Iroquois Indians in 1701. At the time that this map was drawn, Montreal was still in French hands, but with the renewal of British-French hostilities, resulting from the Seven Years' War, Montreal was captured by the British in 1760. It was to form part of the territory ceded to Britain by the Treaty of Paris in 1763.



## Quebec 1758

**Above:** This is described as 'A Plan of Quebec The Capital of New France or Canada'. The inset shows the course of the St. Lawrence River from Chaudiere Falls to Orleans Island with the dispositions made by the English under the command of Sir W. Phipps to besiege the city in 1690. Engraved by Thomas Jefferys at Charing Cross, the map was published on 9 October 1758. The scale is about 96yd to an inch, with the inset at 2.75 miles to an inch. With British-French tension rising, it was inevitable that attention would again

turn to the possible acquisition of the remaining French territory in North America. A legend to the right of the map (not shown) gives a succinct account, from contemporary knowledge, of the history of Quebec up to 1758. The city's strong defensive position is self-evident from the map and the difficulties faced by the British General, James Wolfe, in attempting to capture it during the Seven Years' War are also clear. In the event, despite being fatally wounded himself, Wolfe's forces were to successfully breach the French defences and capture the city in September 1759. The French commander, Montcalm, was also to lose his life during the battle. (PRO: CO700 Canada 16)

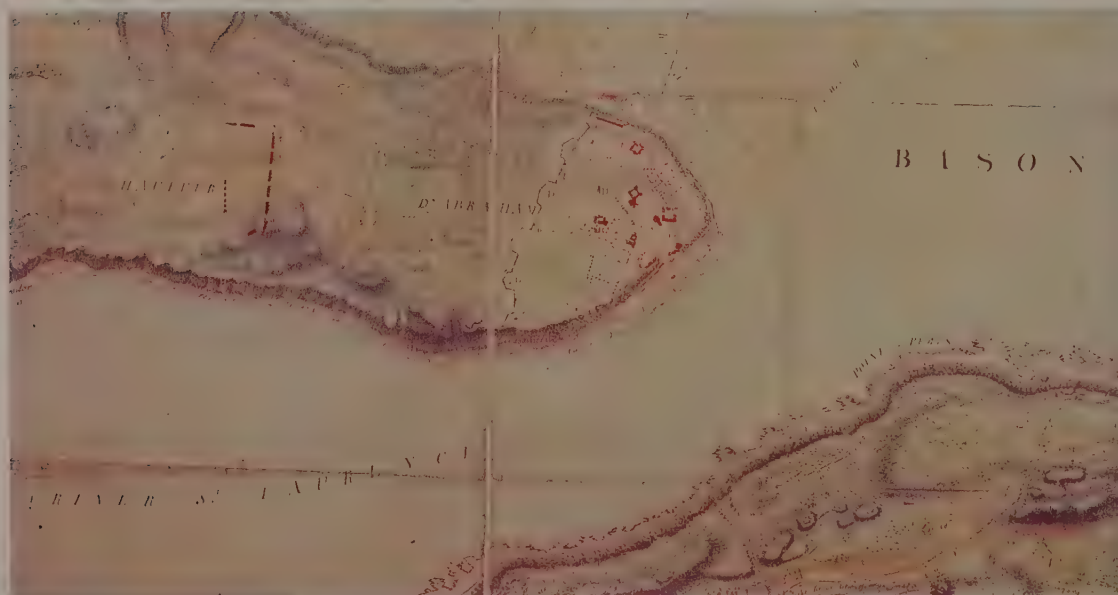
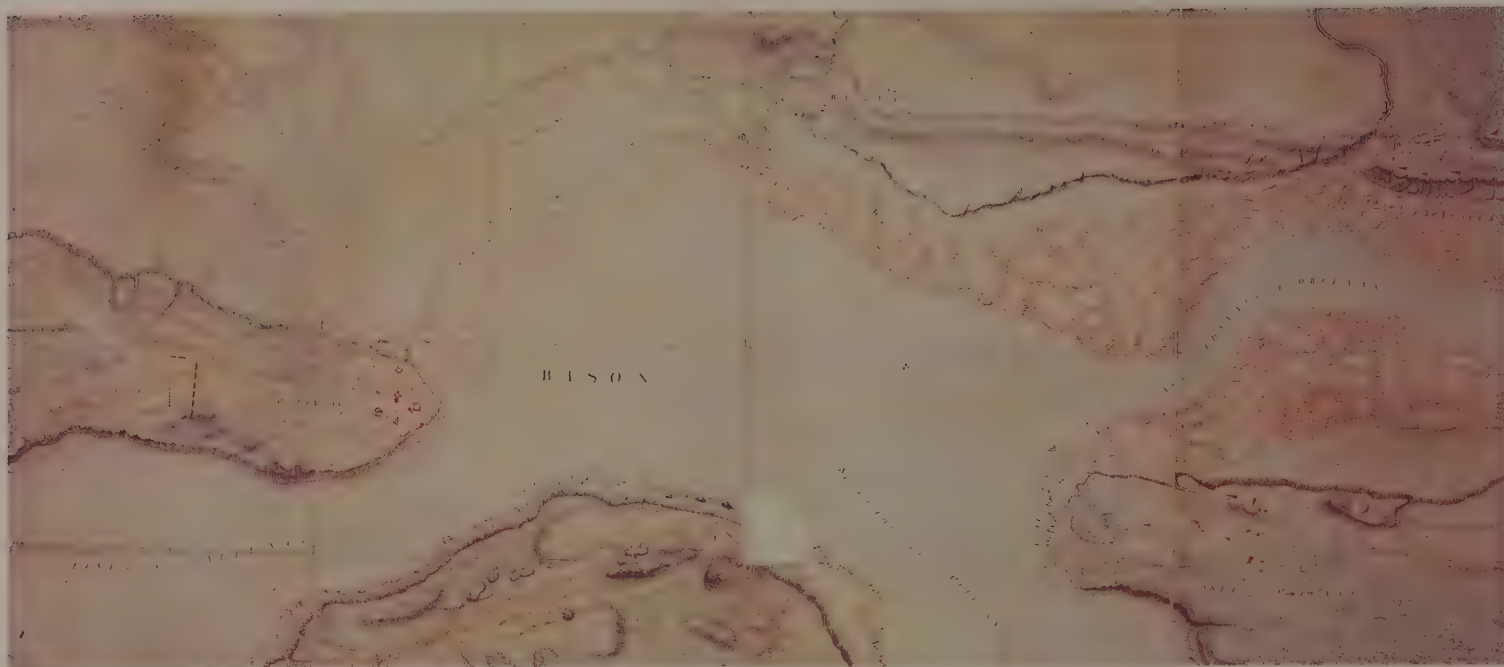




## Quebec 1759/1841

**Above:** Although published by James Wyld, Charing Cross, London on 1 May 1841 on behalf of Alfred Hawkins, of Quebec, this map shows, through maps and illustrations, the dramatic climax to the British assault on Quebec in September 1759. Described as a 'Plan of the Military and Naval Operations under the command of the immortal Wolfe and Vice Admiral Saunders before Quebec', the inset shows a detail of the conclusive action on the Plains of Abraham on 13 September 1759. The illustrations show, at the top, the death

of Wolfe; on the bottom right, the column commemorating the dead; and, on the left, the British troops scaling the heights, by which means they circumvented the French defensive positions. The reference tables give a comprehensive list of all the British forces involved in the action. (PRO CO700 Canada 99)



## ***Quebec 1760***

**Above and Left (detail):** In contrast to the previous map, this is a contemporary record, probably produced by Captain S. Holland, of the British dispositions prior to the battle that led to the capture of Quebec in September 1759. It indicates the position of regiments and batteries, along with roads, islands and place names. Although many positions are numbered, the map does not, unfortunately, include a key to identify them.

(PRO: CO700 Canada 19)



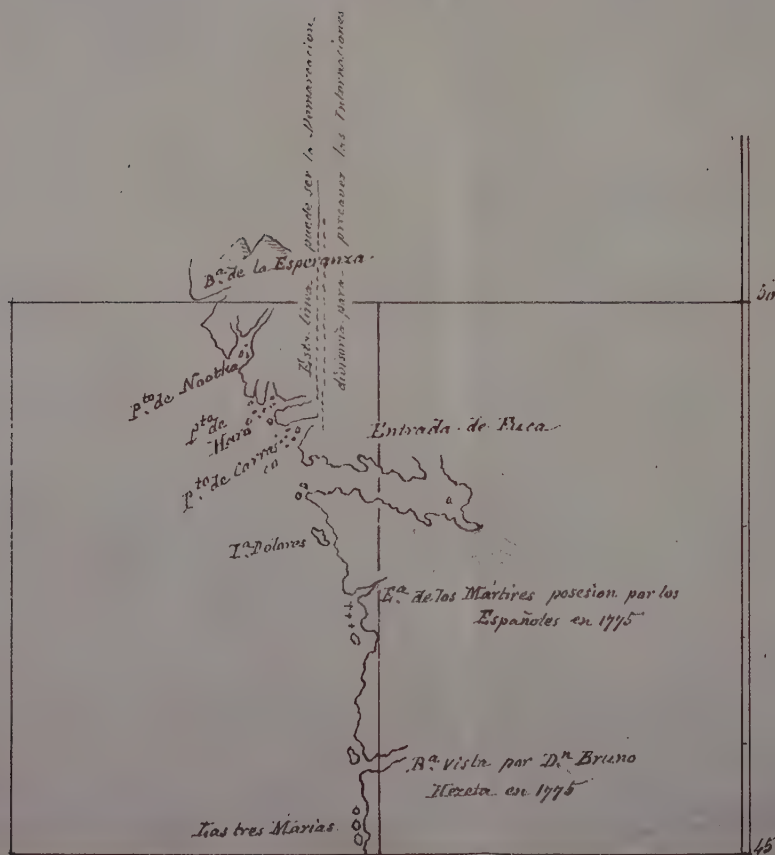


## New Brunswick 1761

**Above:** Described as 'A Plan of the Northern Coast of the Bay of Fundy and the River St. Johns in the Province of Nova Scotia', this map — drawn to a scale of four miles to the inch — shows the southern coast of that part of Nova Scotia that would form the Province of New Brunswick. It was at St. John's Bay in 1604 that the French explorers Samuel de Champlain and Sieur de Monts landed. A third Frenchman, Charles de la Tour, arrived some years later and established the first trading post. This post was destroyed in 1645 by

another Frenchman, Sieur de Menou d'Aulney during a period of inter-factional fighting amongst the French in Acadia. The area was ceded to Britain as a result of the Treaty of Utrecht in 1713. The date of the foundation of the modern St. John's is 1783, some 20 years after the date of this map, when some 3,000 defeated loyalists arrived after the American War of Independence. (PRO: CO700 New Brunswick 8)

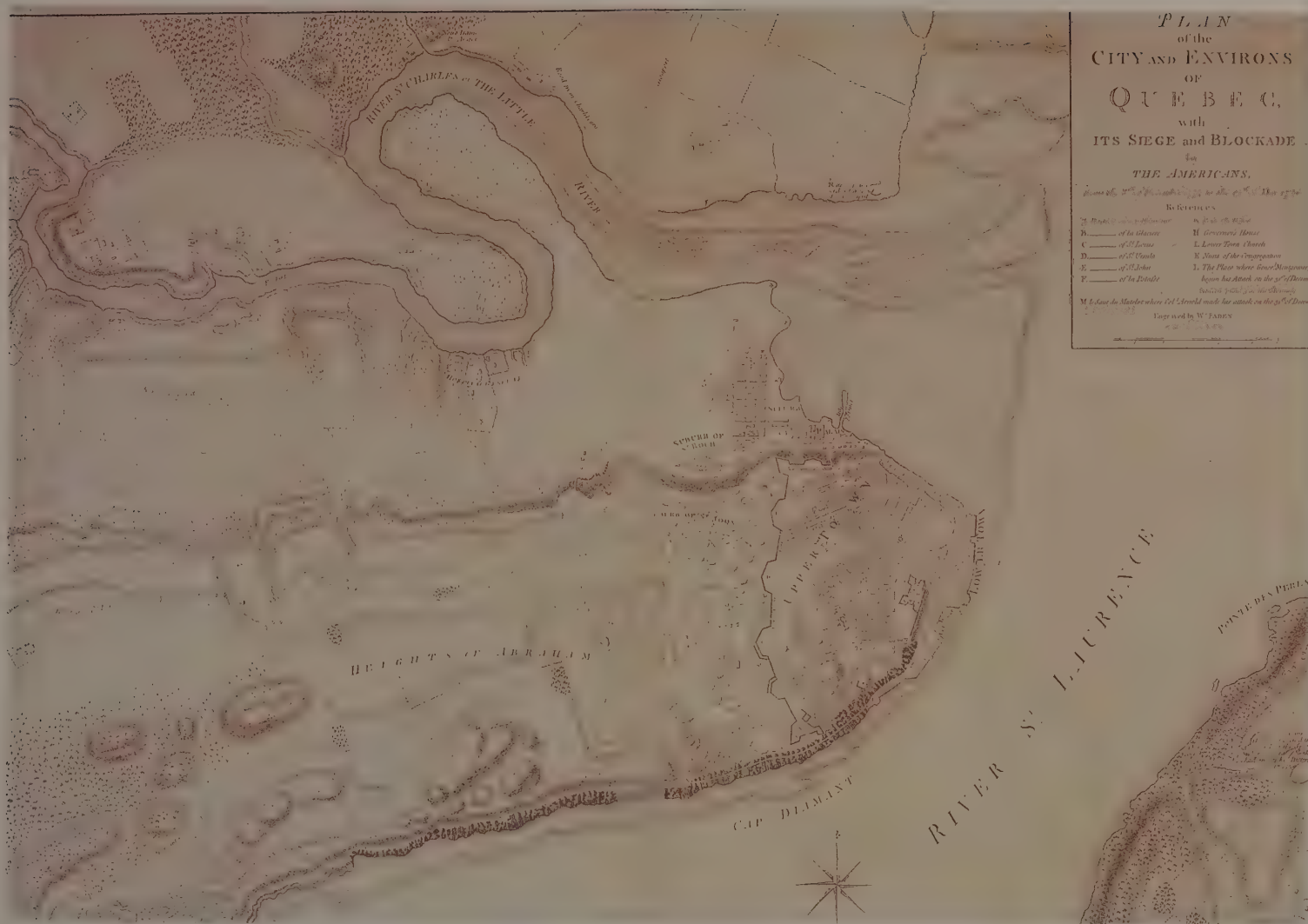
*Carta de las costas  
reconocidas al Noroeste de la California.*



## British Columbia 1775

**Left:** This hand drawn map, in Spanish (emphasising the role that the Spanish had in the exploration of the west coast of North America) portrays the coastline to the north of California covering the area, roughly, between 45°N and 50°N. It was drawn to a scale of about 90 miles to an inch by Bruno Hezeto. It was one of a number of maps sent to Admiral Prevost in Berlin on 12 June 1872. The exploration of the coast of North America to the north of California was relatively late, this map predating Captain Cook's seaborne exploration by some three years although Spanish sailors had ventured north in the 17th century. It was Cook's voyage that saw the first Europeans land on Vancouver Island and the gradual development of the British presence on the west coast of the continent. (PRO: FO925/1650)

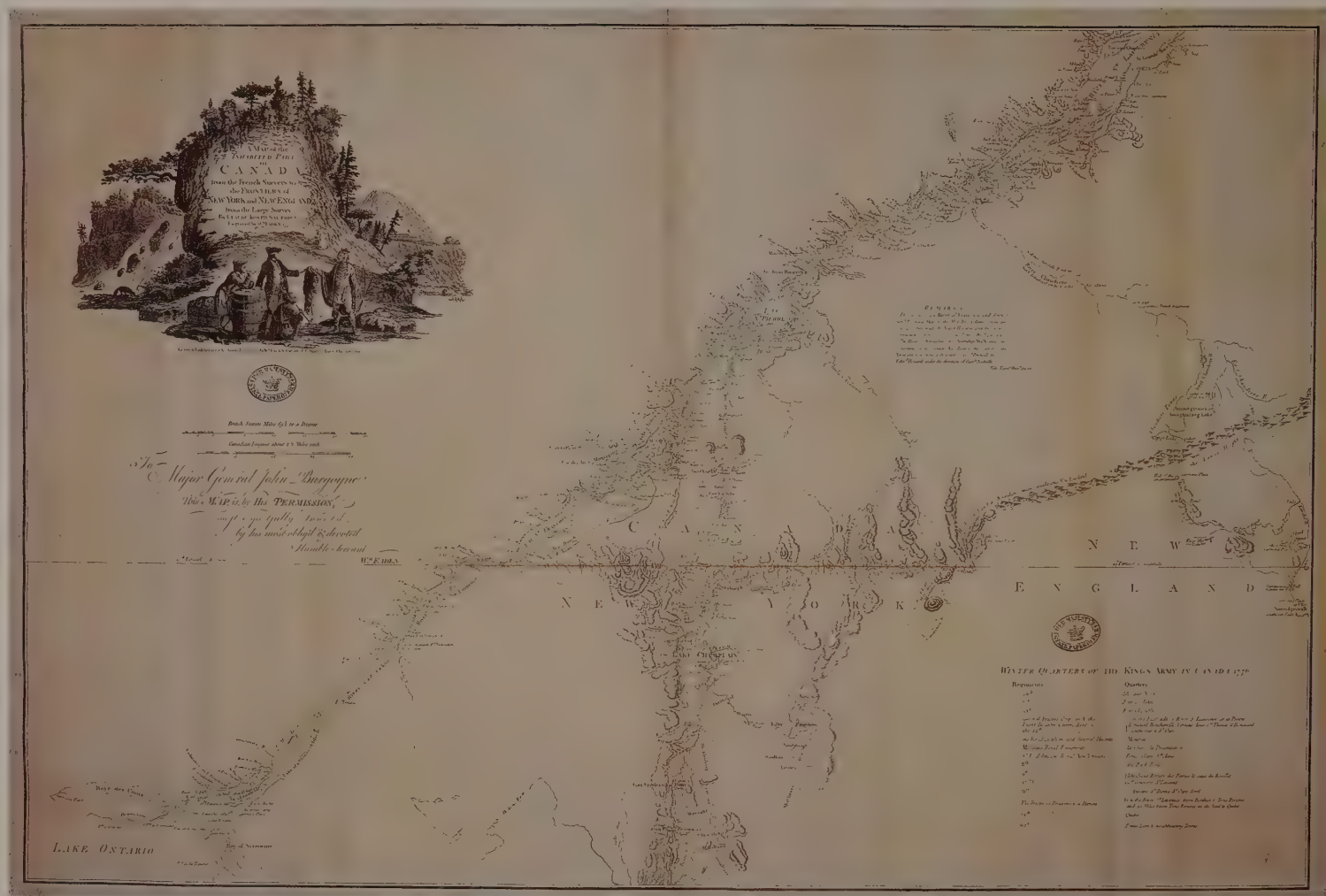




## Quebec 1776

**Above:** Even after control of Quebec was ceded to Britain from France, there remained a military threat, particularly as relations between Britain and the future United States deteriorated. This map, recorded as a 'Plan of the City and Environs of Quebec, with its Siege and Blockade by the Americans from the 8th of December 1775 to the 13th of May 1776', was published by William

Faden, successor to Thomas Jefferys, at the Corner of St. Martin's Lane in London. The Americans had laid siege to the city in the hope of persuading the French-Canadians to come out in support of them in their struggle against the British. In the spring of 1776 a British frigate, HMS *Surprise*, sailed to Quebec, forcing the Americans to retreat. In the event, French-Canadian support of the British after 1776 ensured that Canada remained British after the 'Thirteen Colonies' gained their independence. (PRO: CO700 Canada 35)

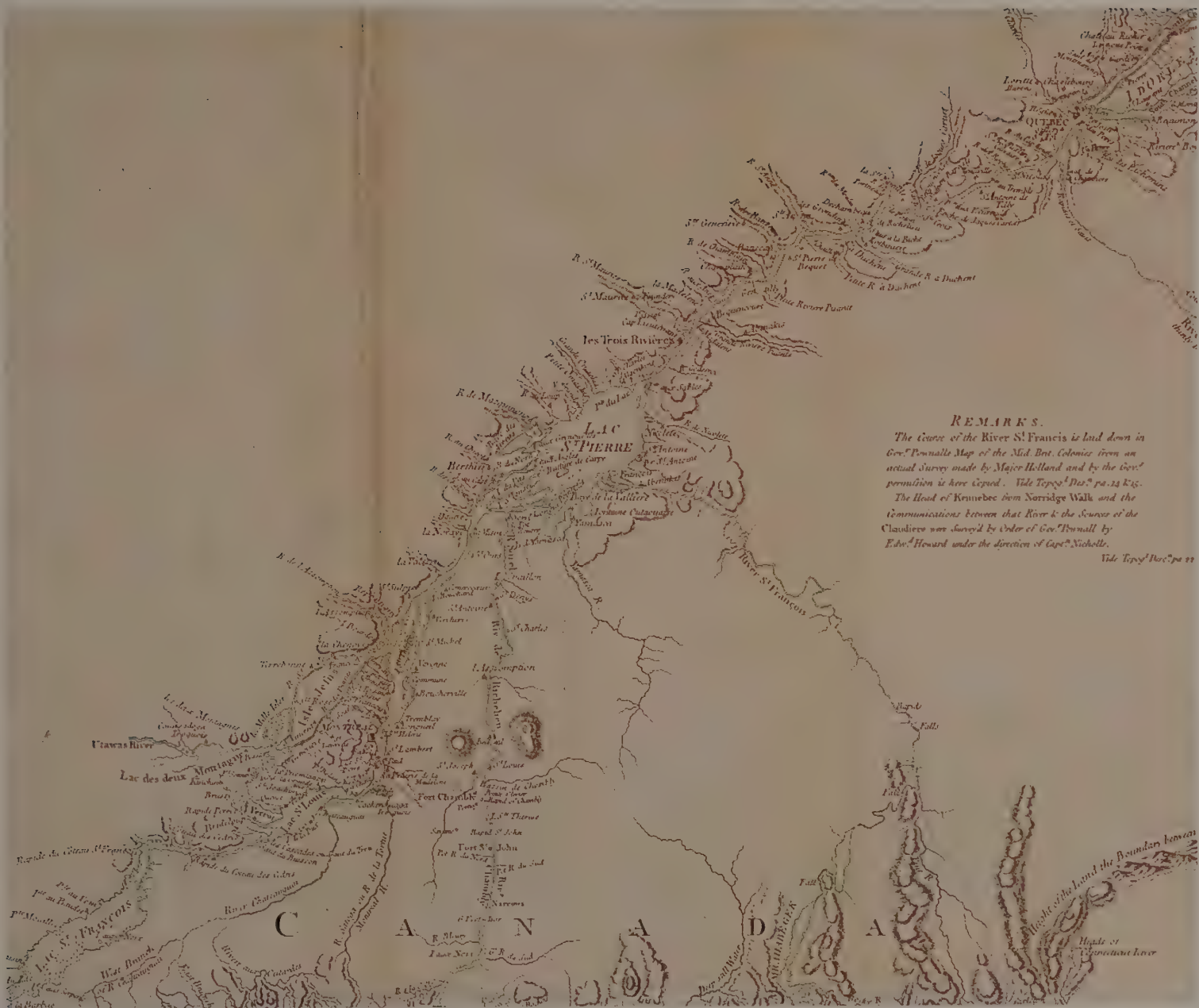


## Canada 1777

**Above and Left (detail):** 'A Map of the Inhabited Part of Canada from the French Surveys; with the Frontiers of New York and New England from the Large Survey by Claude Joseph Sauthier. Engraved by Wm. Faden 1777. London, Published Feb'y 25 1777 by Wm. Faden, Corner of St Martin's Lane, Charing Cross.' Dedicated to Major General John Burgoyne, this map is drawn to a scale of 12.5 miles to one inch. The date and dedication are significant; the map was published shortly after the American Declaration of Independence

and Burgoyne was one of the most important — if unsuccessful — British commanders in the early part of the resulting War of Independence. He had a grandiose plan — following the capture of Philadelphia by General Sir William Howe — of sending 7,000 British and allied soldiers southward from Canada to bisect the rebel forces. This scheme was, however, to fail spectacularly. Burgoyne's advance was too slow to take the rebels by surprise and, with his supply lines cut and with his rations all but exhausted, he was forced to surrender the remnant of his army at Saratoga on 17 October 1777. (PRO: CO700 Canada 36)



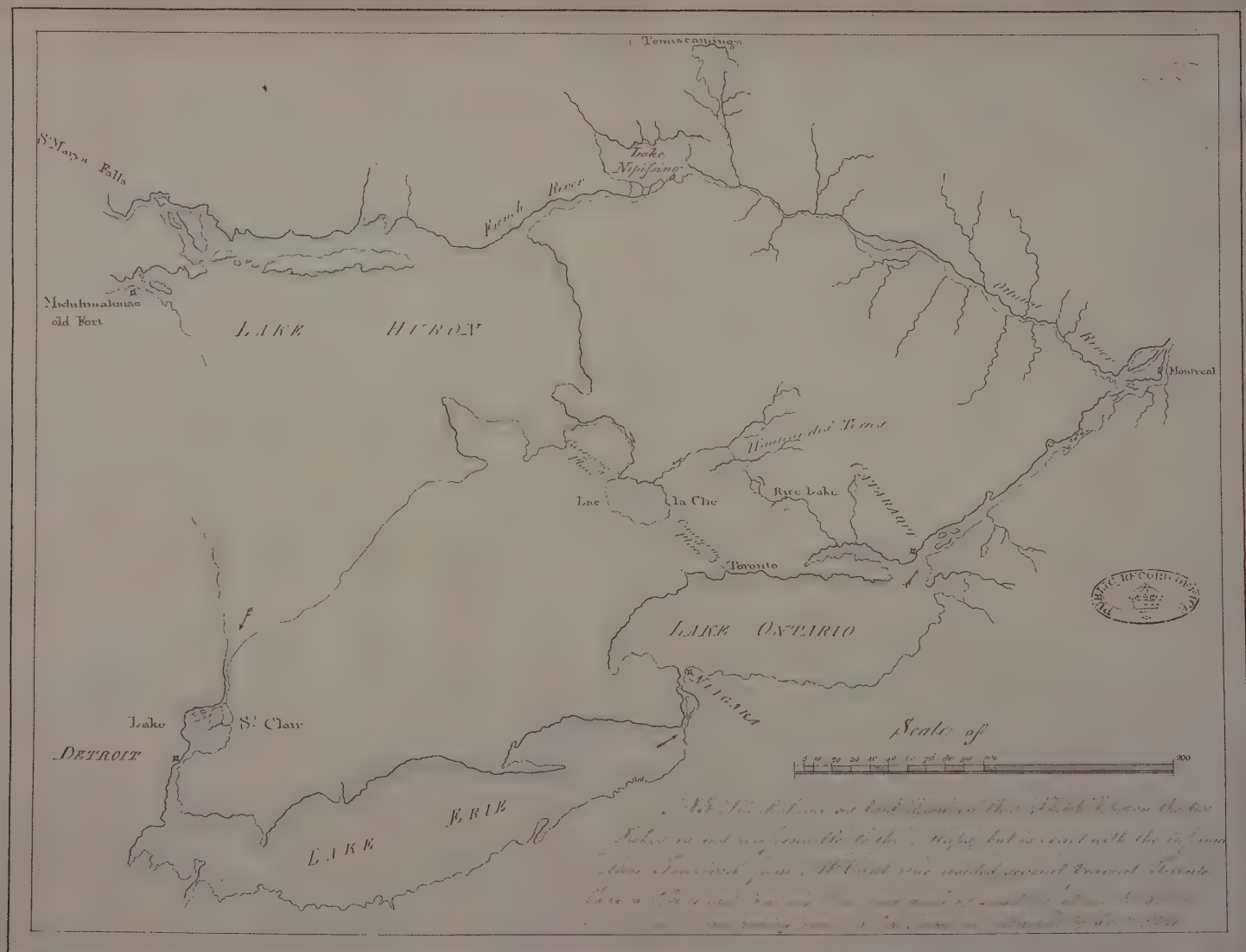


#### REMARKS.

The Course of the River St. Francis is laid down in Genl. Pownall's Map of the Mid. Brit. Colonies from an actual Survey made by Major Holland and by the Genl's permission is here copied. Vide Topog. Desc. p. 14 & 15.

The Road of Kennebec from Narridge Walk and the Communications between that River & the Sources of the Claudiere were surveyed by Order of Genl. Pownall by Edw. Howard under the direction of Capt. Nicholls.

Vide Topog. Desc. p. 21







## Ontario 1785

**Left:** Emphasising the fact that knowledge of the interior of Canada was still scanty at this time, this map illustrates three of the Great Lakes — Huron, Erie and Ontario — showing 'Communication from Lake Ontario to Lake Huron by Lake La Clie [Lake Simcoe]'. The map accompanied Lieutenant-Governor Hamilton's despatch of 6 June 1785 and was drawn to a scale of 50 miles to one inch. It notes, 'The distance as laid down on this sketch between the two lakes is not conformable to the maps, but is exact with the information I received from Mr Curst who resided several years at Toronto.' In addition to other information, data on navigation on Lake Simcoe are also provided. The name Simcoe commemorates the Governor, John Graves Simcoe, who, in 1793, laid the foundations of the city of York — that would become known as Toronto in the 1830s.  
(PRO: MPG426)

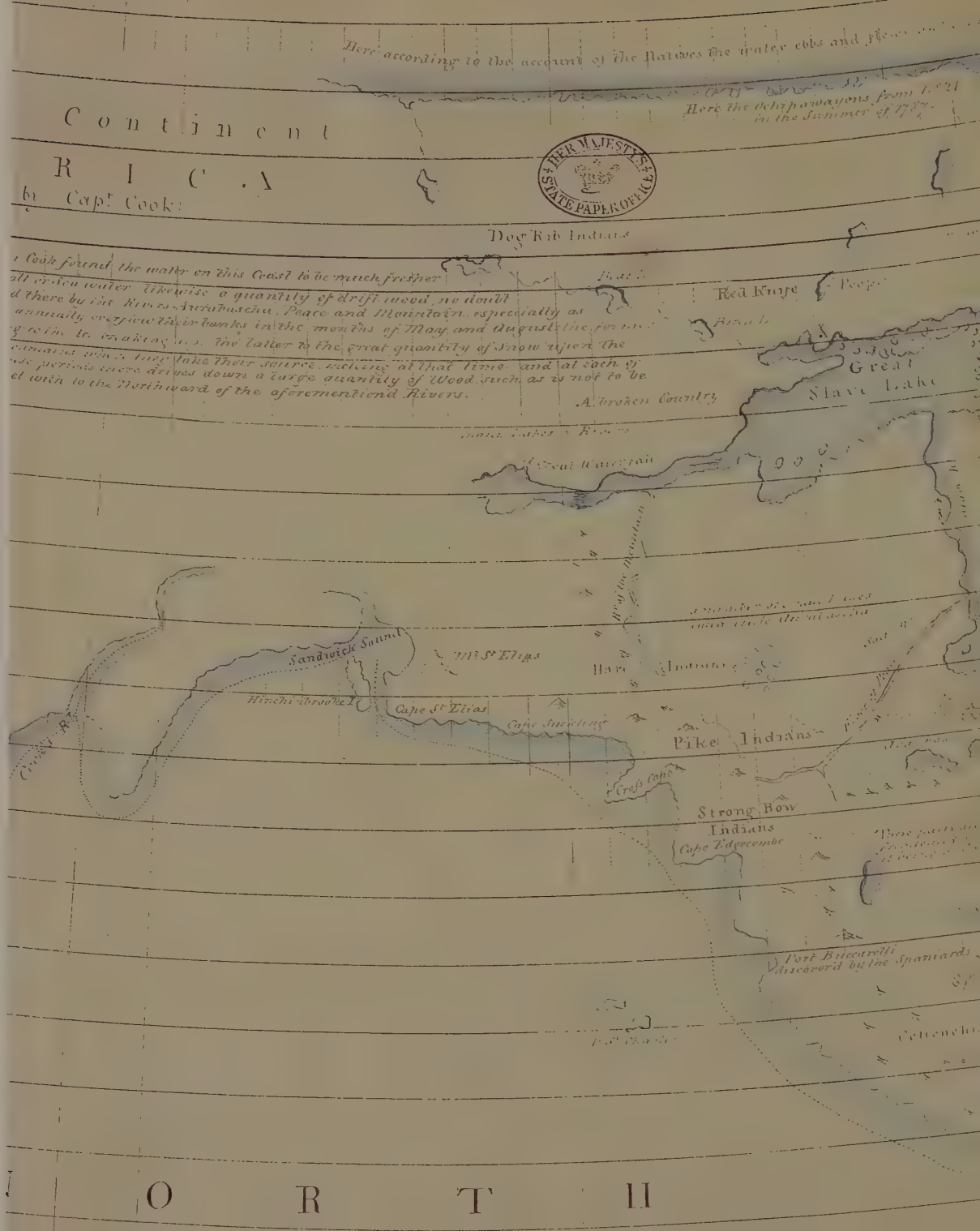
## Sydney 1786

**Above:** Drawn by George Rodgers, Assistant Surveyor for Cape Breton and Deputy Surveyor General of Woods, by order of Lieutenant-Governor Des Barres and dated 20 July 1786, this is a town plan of Sydney. It was drawn to a scale of 260ft to one inch. The reference table distinguishes the lots laid out by five different surveyors. Sydney is the largest city on Cape Breton, with a natural harbour that was used from the 16th century onward by European fishermen. The city's rapid growth occurred after the date of this map, in the mid-19th century, when it became a major industrial centre for the processing of iron ore from Newfoundland.  
(PRO: MPD180 [2])

## North America 1787

**Right:** This map illustrates the region of North America from Hudson Bay to the west coast and Alaska. Information provided includes place names, rivers, mountains, Indian tribes, notes on the country and military forts. Also illustrated is Captain James Cook's voyage through the north Pacific in 1778. Cook, a native of Whitby in the North Riding of Yorkshire, was one of Britain's foremost explorers in the late 18th century. Eventually to be killed on one of his explorations, he was at the forefront of expanding British knowledge (and power) through the Pacific. Although this map, with its use of the lines latitude and longitude, looks as though it has more scientific authenticity to it, comparison with more modern maps reveals the great inaccuracies in part. At this time, while the eastern seaboard had been well documented, explorers were only gradually piecing together information about the Pacific coastline.

(PRO: CO700 America North & South 49)







# A PLAN

of the  
Port and Fishing Town

of  
**MAINADIEU:**

situated on the Eastern shore  
of the

Island of Cape Breton:

as the Officer of the  
Fortification

Lieutenant-Governor Des Barres

by  
David Tait Esq.

## References

A B C D E Divisions of Town and Fishing Lots.

F. Lot reserved for the use of the Fishery  
School, & other public buildings.

G. Lot reserved for the use of the Fishery  
School, & other public buildings.

The advantageous situation of the Port & anchorage  
on the Fishery, has induced a number of fishermen  
to resort to it; and to lay the foundation of a  
growing settlement.

Scale of Chains.



## Mainadieu, Cape Breton 1786

**Above:** This is a plan of the port and fishing town of Mainadieu on the eastern shore of Cape Breton island as laid out in 1786 by David Tait under the direction of Lieutenant-Governor Des Barres. Drawn to a scale of two chains to one inch, the map includes a reference table to lots reserved for division of the town, fishing, public buildings and, reflecting the real threat to local status quo in the years immediately after US independence, fortifications. (PRO; MPD184[4])

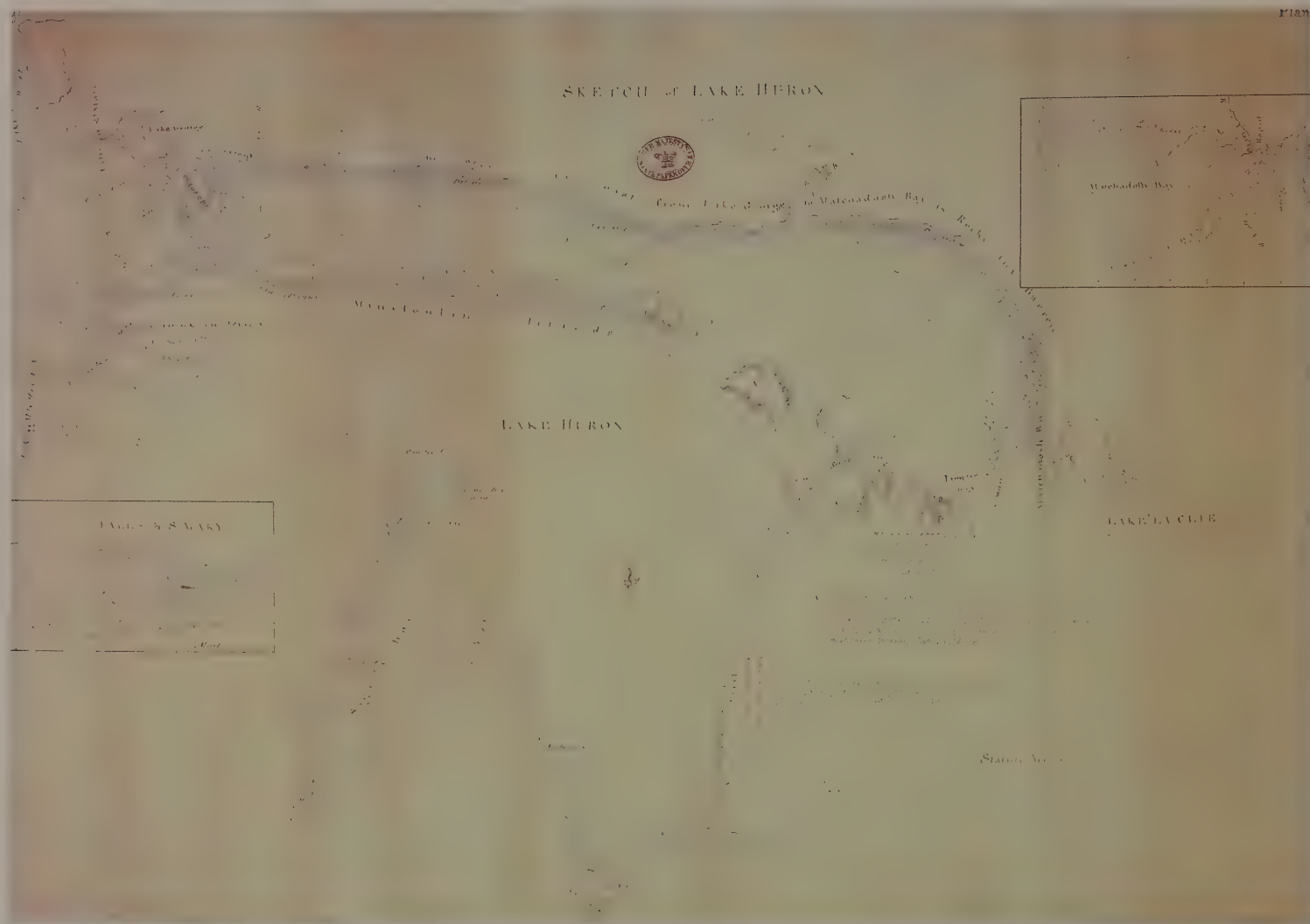


## Toronto 1788

**Above :** Described as a 'Plan of Toronto [sic] Harbour with the proposed town and part of its Township', this map is one of a number that accompanied Captain Gother Mann's report on the defences of Ontario dated 6 December 1788. Toronto — Huron for 'meeting place' — was established as a new city on the orders of the then governor of Ontario, John Graves Simcoe, in 1793. Known initially as 'York', the city became the capital of Upper Canada, render-

ing it a target during those periods of strife between the United States and Britain. It suffered serious damage in early 1813 when the US fleet attacked the city during the War of 1812. The attack resulted in the destruction of a number of major buildings and led to the British retaliating by attacking Washington and destroying the capitol. The city's name became Toronto during the 1830s.

(PRO: CO700 Canada 38B)



## Lake Huron 1788

**Above and Right (detail):** This portrays the lake and its islands with insets on the Falls of St. Mary (on St. Mary's River) and Matchedash Bay. It incorporates place names, notes on harbours, coastline and quality of land. Drawn to a scale of 14 miles to one inch, it is signed by Captain Gother Mann, commanding the Royal Engineers in Quebec, and accompanied his report of

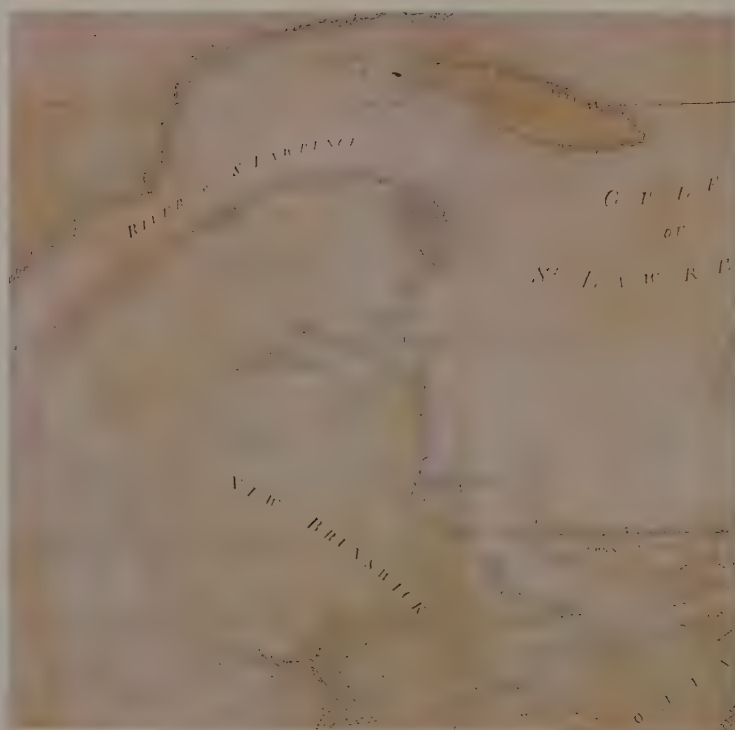
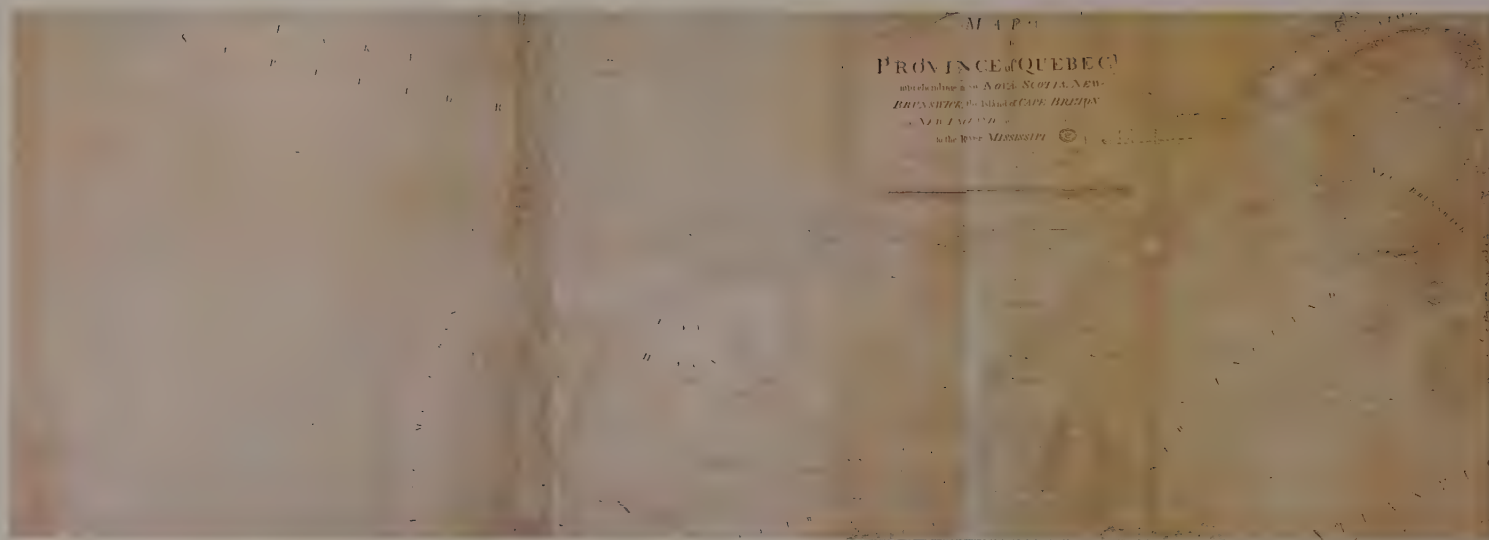
6 December 1788 describing the state of the defences in the territory.  
(PRO: CO700 Canada 38E)



There is some pretty good  
to be had but I don't make any  
out from hence - would  
to Inguis Bay it is  
indifferent.

There were almost Rivers and not to be navigated, nor even as Harbours for Canoes the entrances being generally shut in Westerly Winds

### Statute Miles



## ***Quebec, New Brunswick and Nova Scotia 1791***

**Above and Left (detail):** Compiled in the Drawing Room at Quebec by William Hall to a scale of 14 miles to one inch under the direction of Captain Gother Mann in 1701, this is a map of part of the Province of Quebec, covering also Nova Scotia, New Brunswick, the Island of Cape Breton and New England, extending westward to the Mississippi River. The map includes place names, rivers, lakes, mountains, Indian tribal lands along with notes on the country and earlier surveys. The year 1791 was when the British parliament passed the Canada Act — the first occasion on which the name Canada was used officially — which divided the old Province of Quebec into two new provinces: Upper Canada and Lower Canada. By the date of this map, the population of British North America had been boosted by a large number of loyalists fleeing northwards following the defeat of the British in the American War of Independence.

(PRO: CO700 Canada 54)

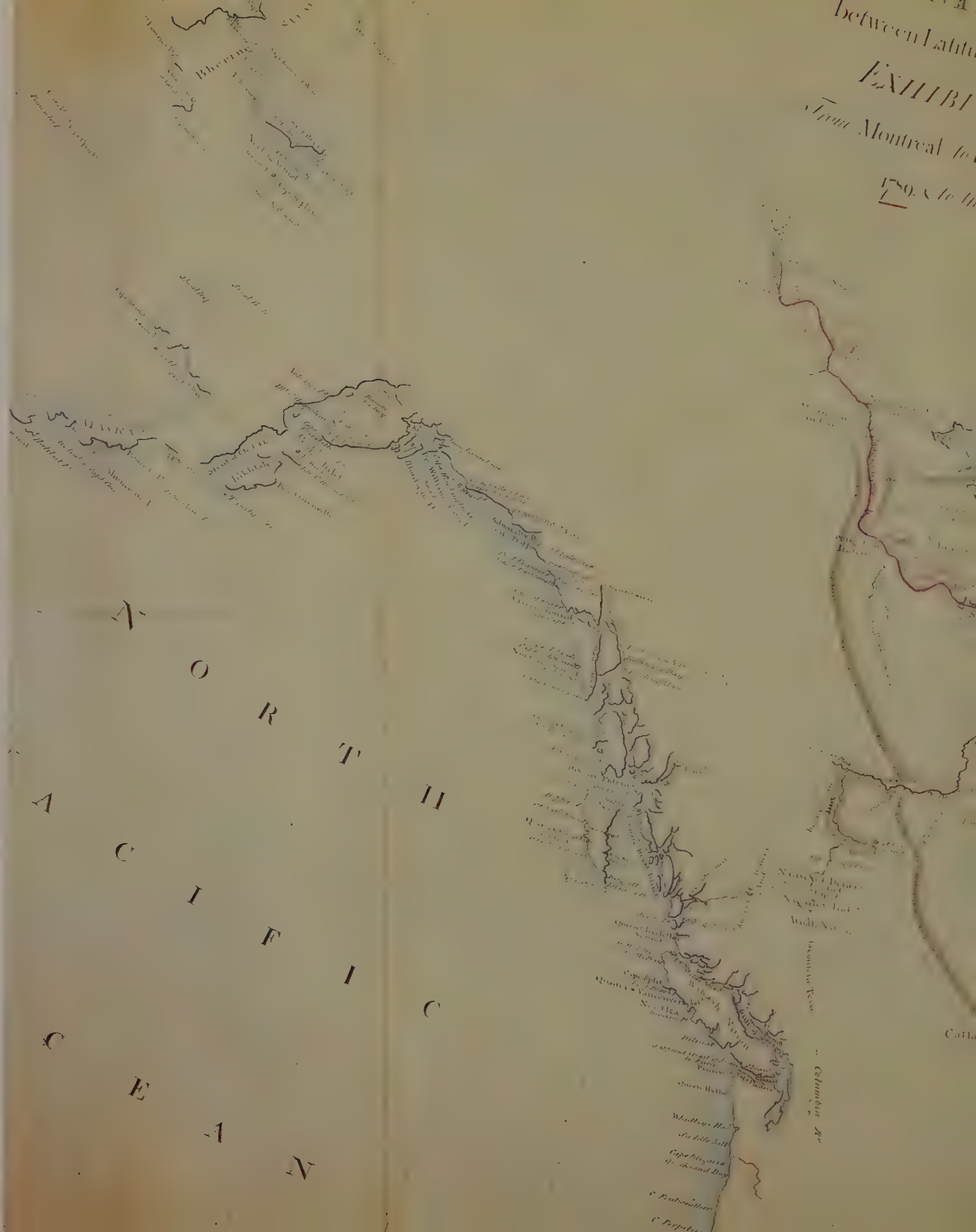




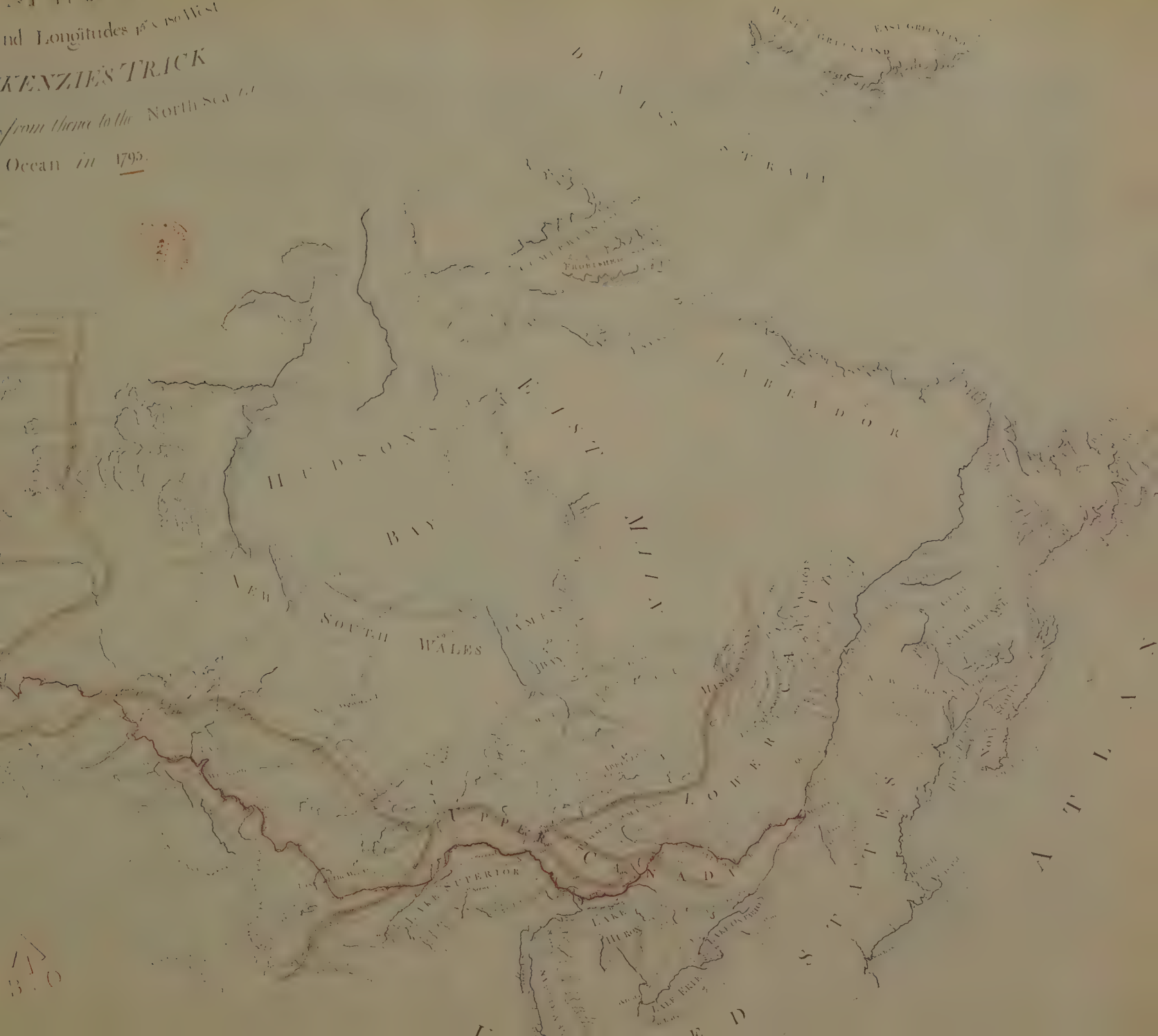
## Canada 1793

**Right:** This is a map of North America, principally showing Canada, between Latitudes 40° and 70° North and Longitudes 45° and 180° West showing Alexander Mackenzie's route from Montreal to Fort Chipewyan and from there to the North Sea in 1789 and to the North Pacific Ocean in 1793. The routes are illustrated in brown and red.

(PRO: CO700 Canada 59A)



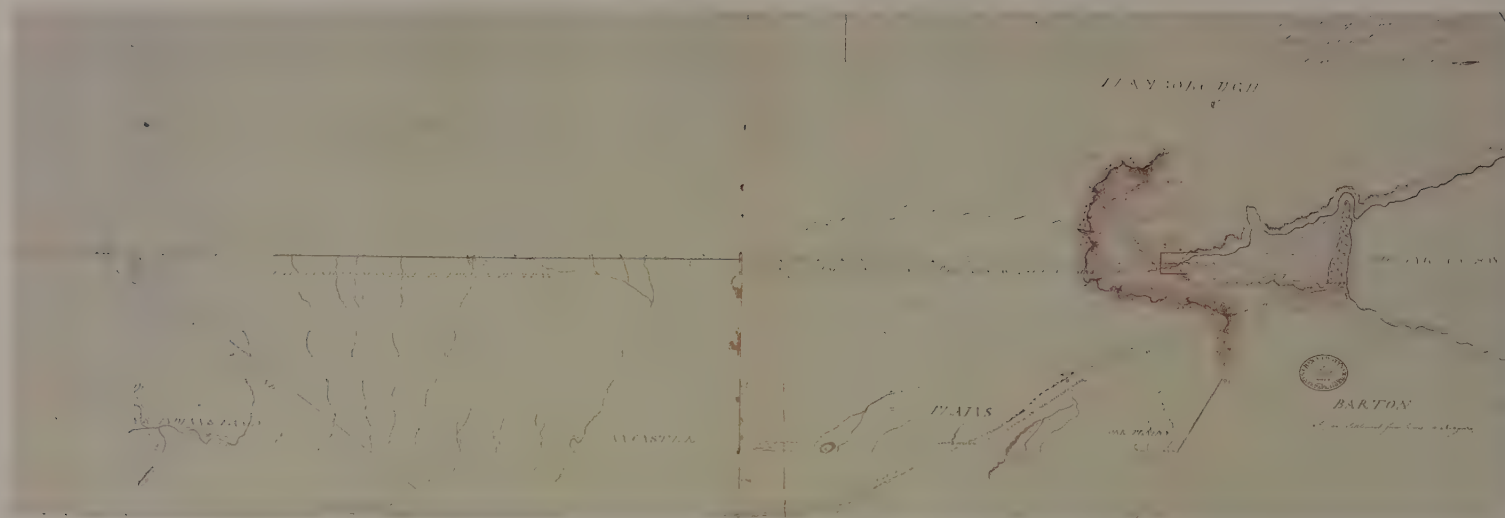
nd Longitudes 16° 150 West  
**KENZIE'S TRACK**  
from there to the North Sea or  
Ocean in 1795.







**Left:** This map portrays Upper and Lower Canada, along with New Brunswick, Nova Scotia, the islands of Cape Breton and St. John, along with parts of New England extending westwards to the Mississippi River. The map were drawn in Quebec by Lt. H. Hall, RA, under the direction of Lt.-Col. Mann, RE, to a scale of 20 miles to one inch.  
(PRO: CO700 Canada 60A)



## Thames River 1793

**Above and Right (detail):** Drawn to a scale of half a mile to one inch, this map records the journey of Lieutenant-Governor Simcoe in 1793, portraying the Thames River from Lake St Clair to the head of Burlington Bay. The map records proposed townships, Indian villages and lands, as well as notes on timber and soils.

(PRO: CO700 Canada 58)

## Amburstburg 1796

**Far Right:** This is recorded as a 'Plan of part of the Entrance of the Streights from Lake Erie leading to Detroit; shewing the Situations for Buildings ordered to be erected'. Drawn to a scale of 200yd to one inch, this map was included in Lord Dorchester's despatch to the Duke of Portland. At the time that this map was prepared, the American War of Independence would still have been within living memory and the threat from the newly independent United States, as brought to reality during the War of 1812, was clear.

(PRO: MPG35)



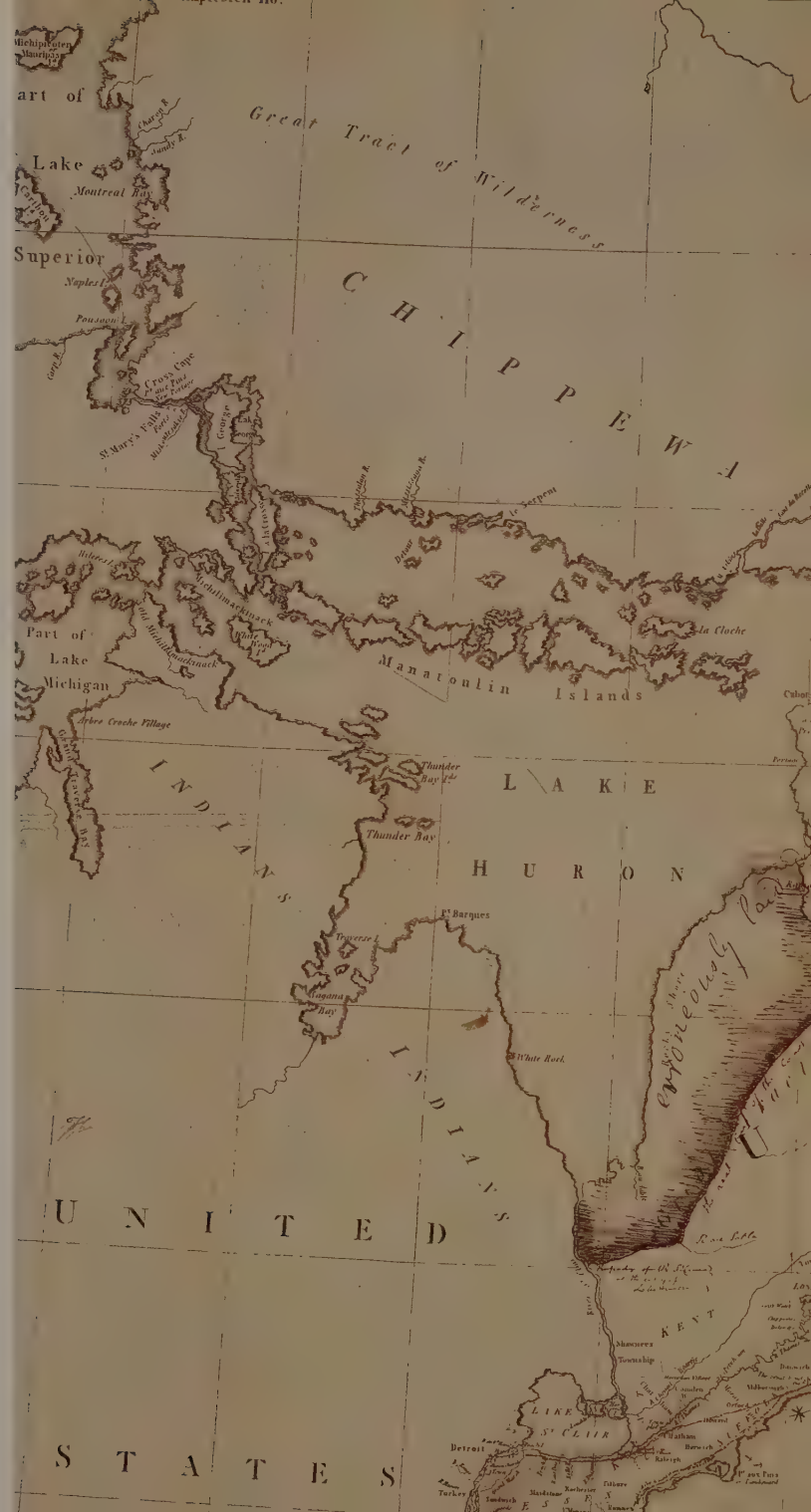




## Upper Canada 1800

**Right:** 'A map of the Province of Upper Canada describing all the new settlements and townships with the counties adjacent from Quebec to Lake Huron, compiled at the request of his excellency Major-General John G. Simcoe, first Lieutenant-General, by David William Smyth, Surveyor-General'. Published by W. Faden at Charing Cross in London on 12 April 1800. Note that part of Lake Huron is annotated with the comment 'Erroneously laid down' and that the map also shows the course of a proposed road from Amhurstburg and Kingston via York (Toronto).

(PRO: CO700 Canada 61)



of the Province of  
**UPPER CANADA,**

describing

ALL THE NEW SETTLEMENTS, TOWNSHIPS, &c.

WITH THE COUNTRIES ADJACENT, FROM

**Quebec to Lake Huron.**

Compiled at the Request of

HIS EXCELLENCY MAJOR GENERAL JOHN G. SIMCOE,

FIRST LIEUTENANT GOVERNOR.

By David William Smyth Esq.,

Surveyor General.

LONDON: Published by W. Paden, Geographer to His Majesty  
and to H.R.H. the PRINCE of WALES.

Charting Office, April 22<sup>nd</sup> 1806.

Accompanied with a topographical Description  
price 10<sup>s</sup> 6<sup>d</sup>

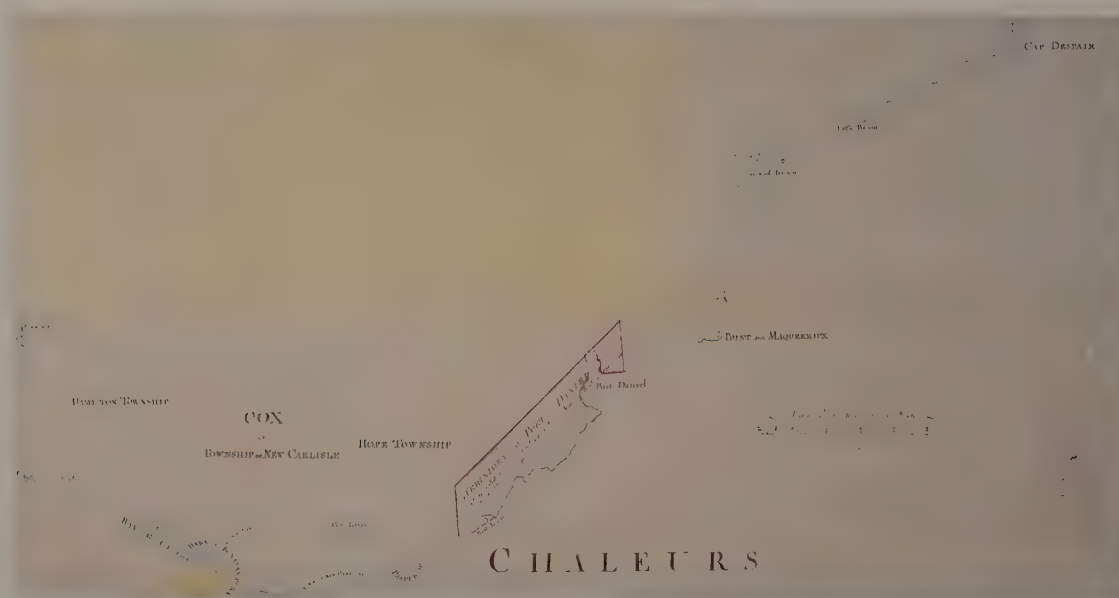
See Vol. 49 -



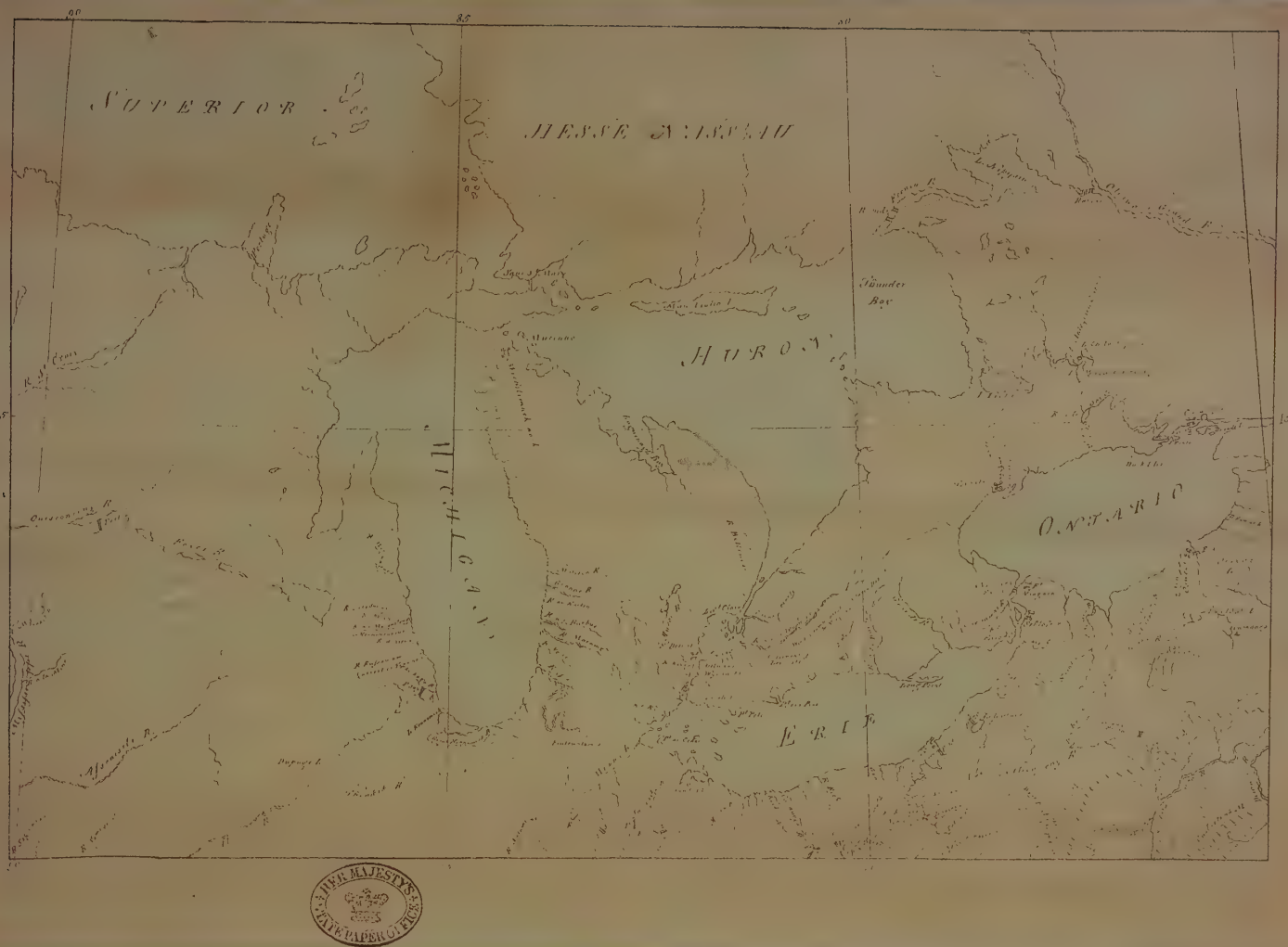
## Gaspe c.1796

Although the original map is undated, it can be ascribed to the latter years of the 18th century in that it formed part of one of General Prescott's despatches to the Duke of Portland at this time. Drawn to a scale of two miles to one inch it covers lands on the north shore of Chaleur Bay from Restigouche seigniory to Cape Despair. The details illustrated record the various seignories — a type of land holding — along with the names of the grantees, the date of grant, proprietors, boundary lines and townships.

(PRO: CO700 Canada 24)







## Great Lakes 1800

**Above:** This is a sketch map of the Great Lakes — Ontario, Huron, Erie and Michigan with part of Superior — with information about the surrounding countryside (settlements, rivers, forts and tribal areas are all identified).  
 (PRO: CO700 Canada 62)



## Canada 1813

**Above:** This is a map exhibiting the frontiers of Canada and the United States showing the operations of the British and American armies. It was printed in London for S. Smith, mapseller and publisher of 172 Strand in October 1813. Drawn to a scale of about 25 miles to one inch, the map also includes an inset showing a sketch of the coast of North America from the Gulf of St. Lawrence to Chesapeake Bay. In June 1812, at the height of Britain's involvement in the European struggle against Napoleonic France, the Congress of the United States, launched an attack on Canada with the intention of driving Britain from

North America. In the event, opposition from the New England states hindered the Madison government's invasion of Canada, with a number of minor invasions rather than one concentrated attack, which might have succeeded. Despite their incompetence, the US forces did destroy York (Toronto). The British, and Canadians largely defeated the invaders and launched their own invasion of the United States, capturing Maine and Michigan as well as destroying the capitol in Washington. The war was settled by the Treaty of Ghent, which reconfirmed the boundary agreed upon in 1783.

(PRO: CO700 Canada 70)



## Kingston 1817/20

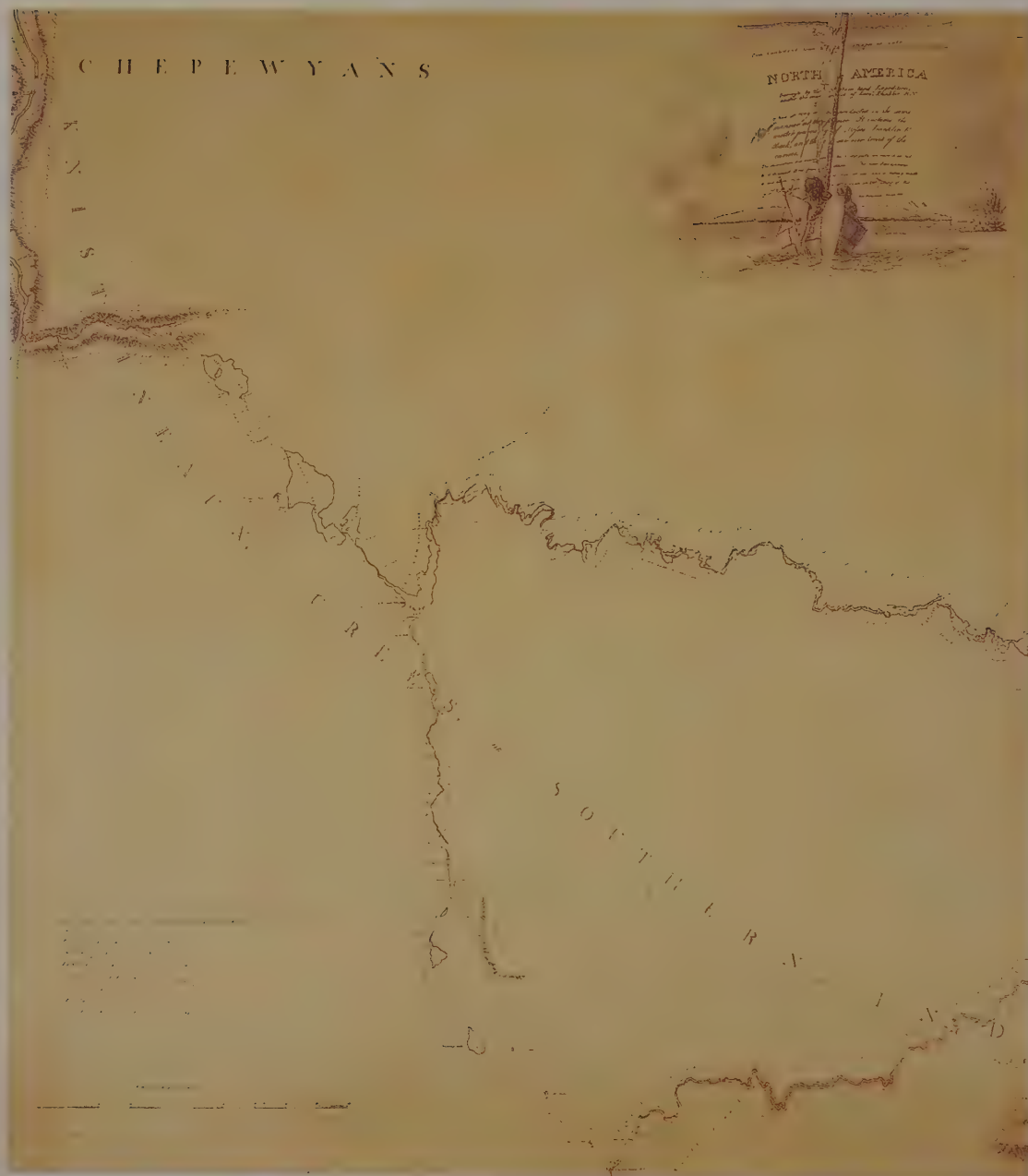
**Above:** Surveyed in 1817 and redrawn in 1820 by Edward Smith, Lieutenant in the 70th Foot Regiment, this map portrays the town and harbour of Kingston on Lake Ontario. It was drawn to a scale of 440ft to one inch. Kingston was first to see European settlement in 1673 when the French established Catasaqui as a trading post. Following the loss of French territory, it was resettled by the British in 1783 and called King's Town after King George III. Located in a strategically important location, it served as a naval base (hence the name Navy Bay), and was of great importance during the War of 1812. Fort Henry, identified on the peninsula, was constructed between 1812 and 1837, primarily to defend the city — which was capital of Upper Canada between 1841 and 1844. The fort is today a museum for British-Canadian military history. (PRO: CO700 Canada 78)

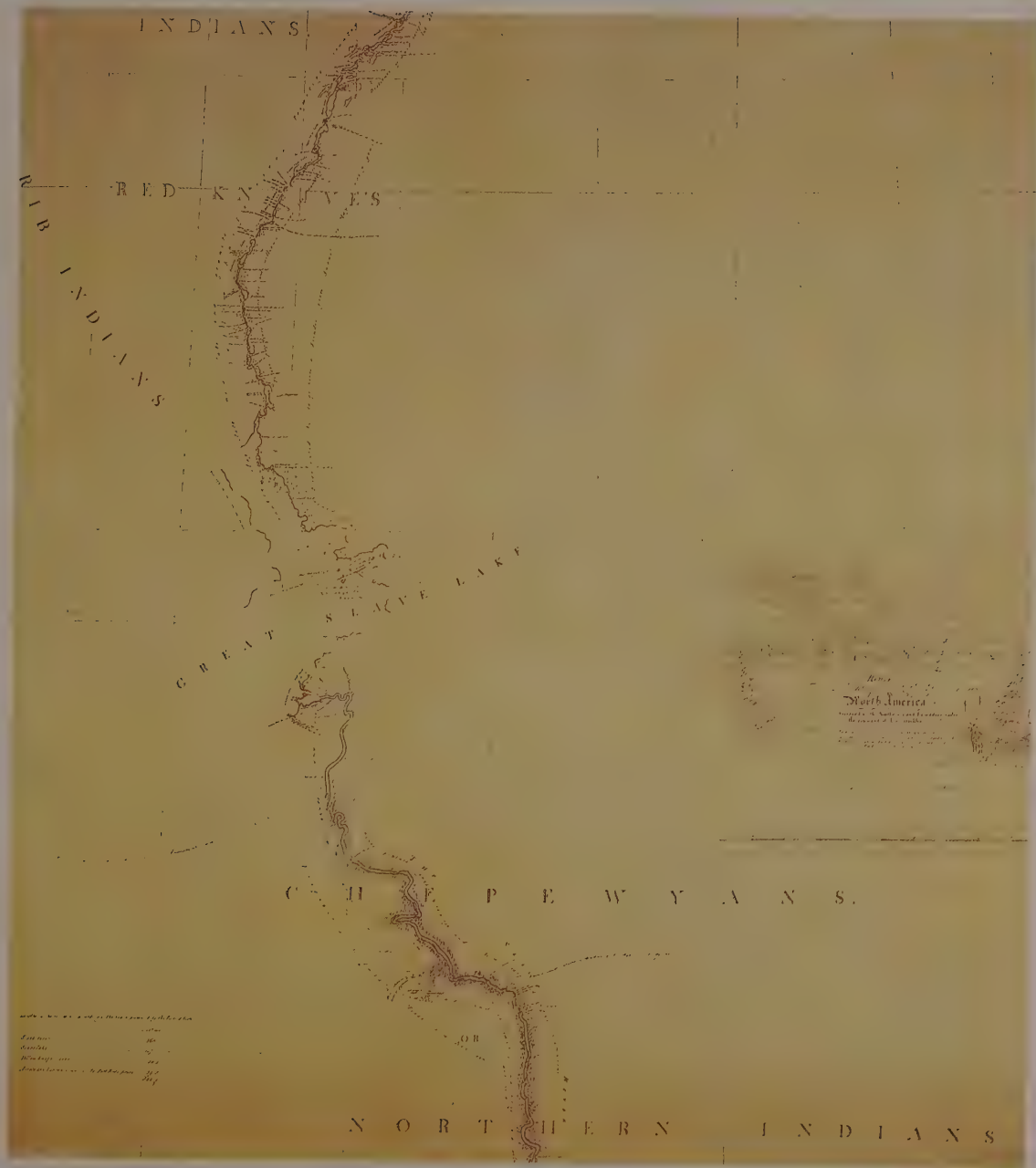


## Saskatchewan 1820

**Right and Far Right:** Described as the 'Route from Cumberland House to the Athapescow [Athabasca] Lake, North America, Survey'd by the Northern Land Expedition under the command of Lieutt Franklin RN . . . Fort Enterprise 1820', this map was drawn to a scale of 14 miles to one inch. In 1820 the noted explorer, Sir John Franklin of the Royal Navy, led the Northern Land Expedition covering the territory from Cumberland house to Athabasca Lake. The expedition was recorded in a number of maps, of which this example illustrates the route of the party, with dates and topographical reports. Lake Athabasca is situated at the extreme northwest of the Province of Saskatchewan, although at the time that this map was prepared, all the territory formed part of the lands held by the Hudson's Bay Company.

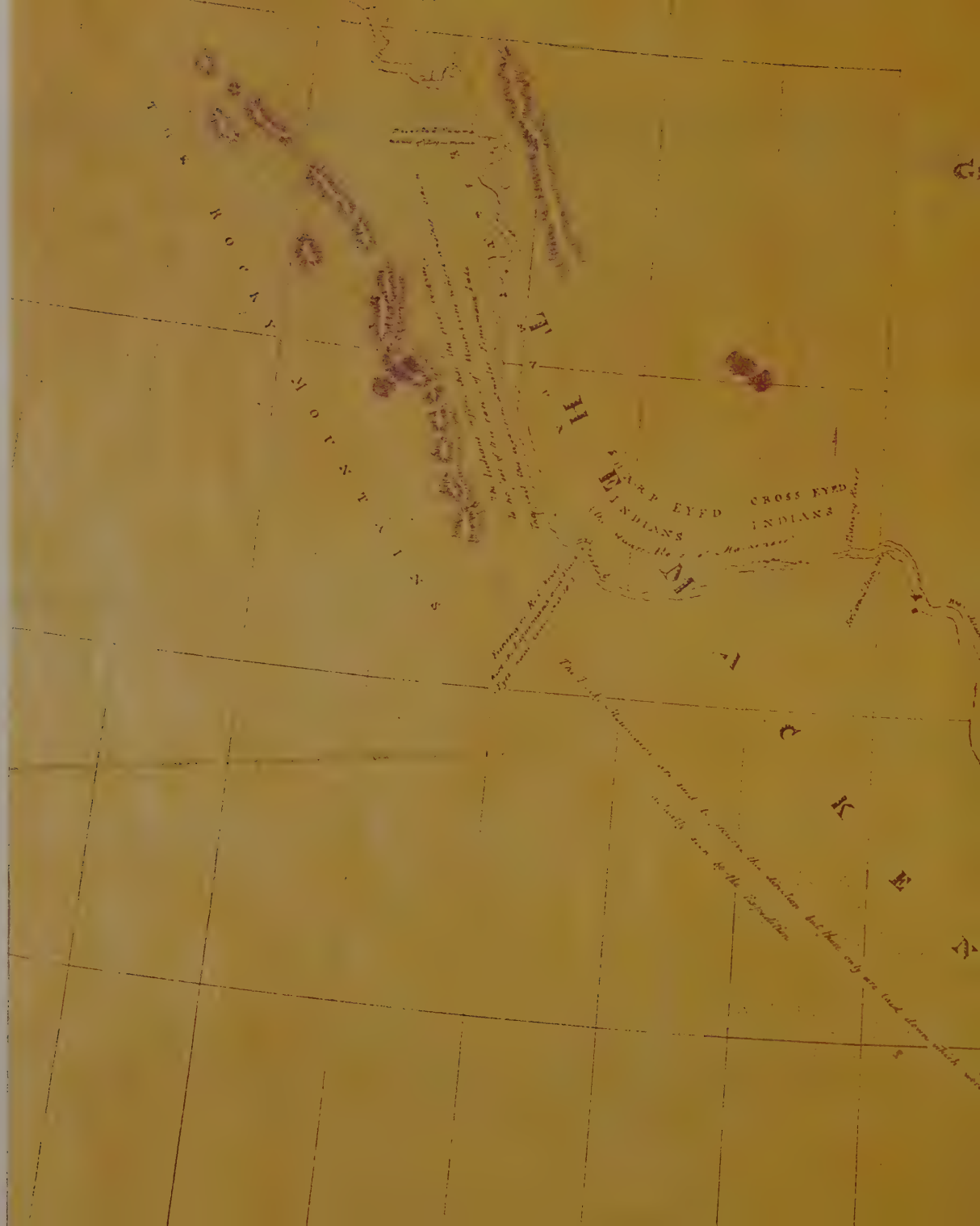
(PRO: CO700 Canada 79 [1])





## Mackenzie River 1825

**Right:** This map illustrates the route of the Land Arctic Expedition under the command of Sir John Franklin from Great Bear Lake to the Polar Sea. The map was surveyed and drawn, to a scale of about 18 miles to one inch, by E. N. Kendall, RN, Assistant Surveyor. Great Bear Lake is recorded from a survey undertaken by Dr Richardson in 1825.  
(PRO: MPG386)





# Arctic Expedition

under the command of  
J. A. S. [illegible]

from  
LAKE RIVER & THE POLAR SEA

Surveyed and Drawn by  
W. E. A. [illegible]

Assistant Surveyor  
[illegible]

is laid down from the survey of  
D. R. [illegible]  
A.D. 1823

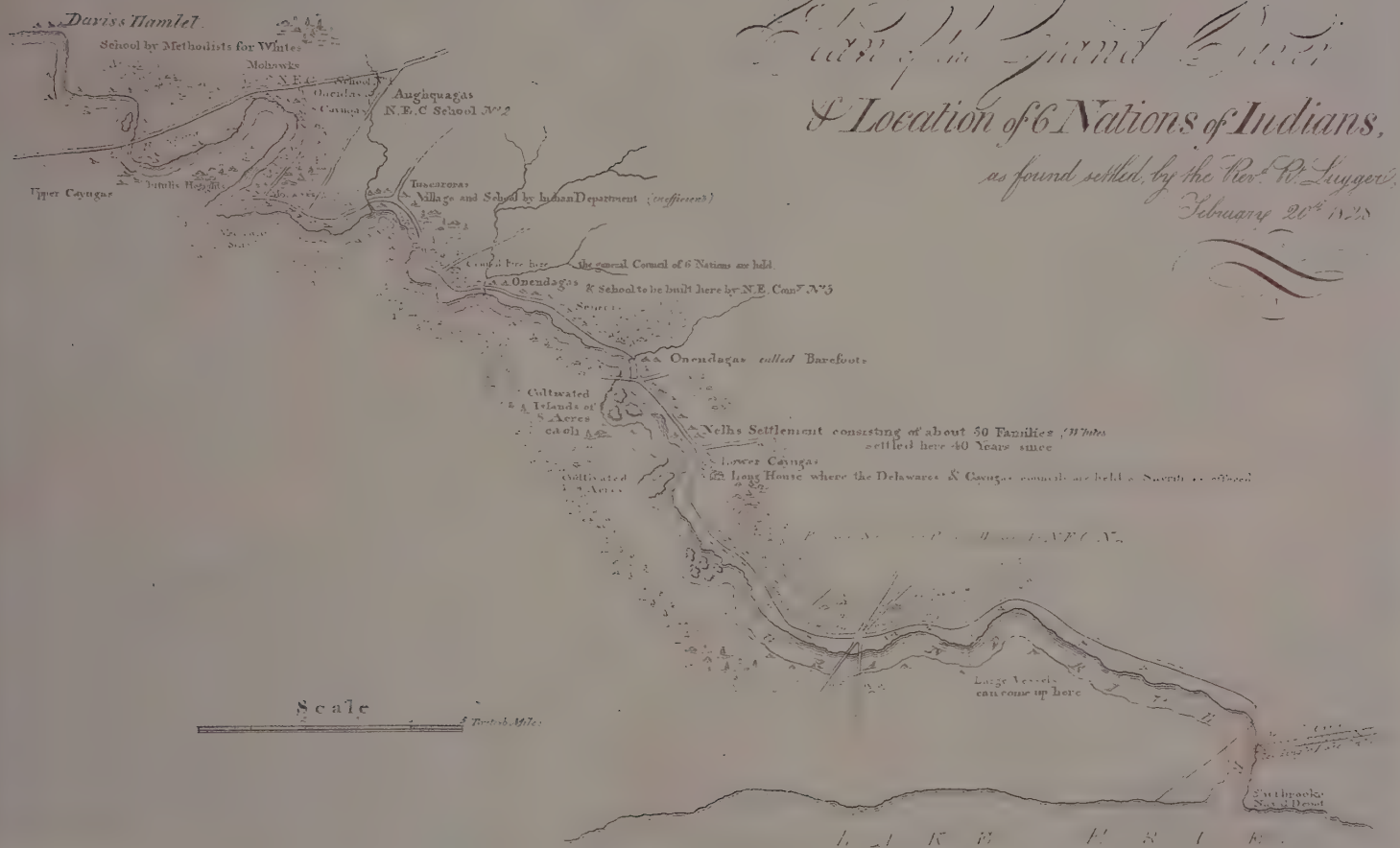
Remarks  
the place where an observation for Latitude was taken  
Longitude & Variation T. for Dip & Course of the stream  
Other parts are put in from Indian informants





## Cape Breton Island 1827

This map was despatched by Col Cockburn to accompany his report of 17 September 1827. Drawn by H. W. Crawley to a scale of four inches to one mile, it shows the situation and extent of granted and ungranted lands, highlighting the Indian reservations and the most fertile areas.  
(PRO: MR1356)

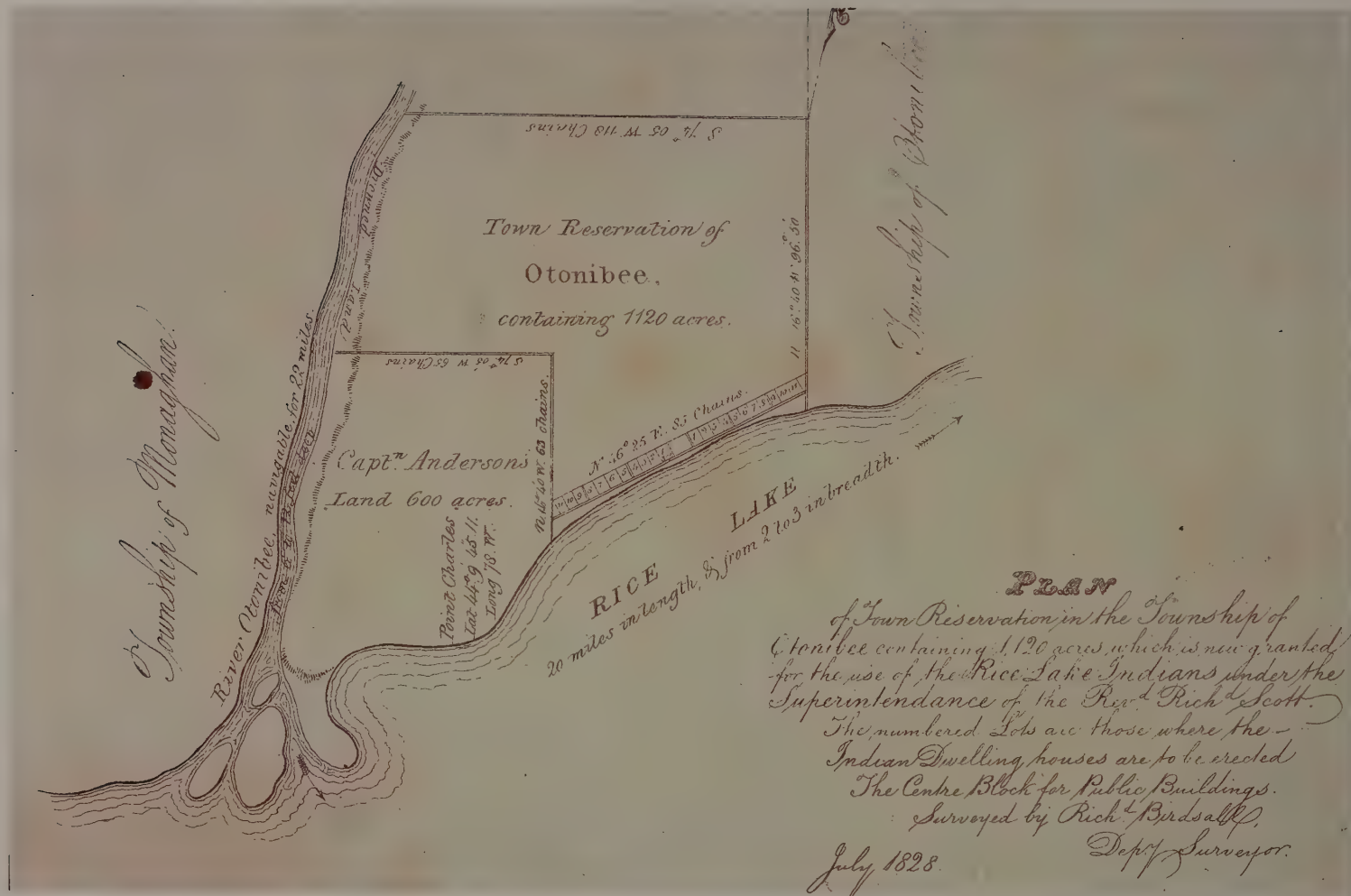


## Grand River 1828

Described as a 'Plan of the Grand River & Location of 6 Nations of Indians, as found settled, by the Revd. Rt. Luyker, February 20th 1828', this map was drawn to a scale of two inches to one mile and engraved by Lake of Token-House Yard. The map shows settlements, schools, cultivated areas and Indian meeting houses. The Six Nations Indians had fought with the British during the war of 1756–63 against the French. Led by Joseph Brant, following the transfer of sovereignty to Britain in 1763, they moved into the region, along with some 10,000 British loyalists, from New England. The Grand River flows southward through the southern part of Ontario, passing through Brantford on its way

toward its estuary on the northern shore of Lake Erie.  
(PRO: CO42/227 f.278)





## Otonabee 1828

**Above:** This is a plan of the Town Reservation in the Townships of Otonabee containing 1,120 acres which was granted for the use of the Rice Lake Indians under the superintendence of the Reverend Richard Scott. Drawn to a scale of about 43 chains to an inch, the map includes places names and numbered lots for houses. The original map, from which this printed version was derived, was surveyed by Richard Birdsall, the deputy surveyor.  
(PRO: CO42/227 f.279)

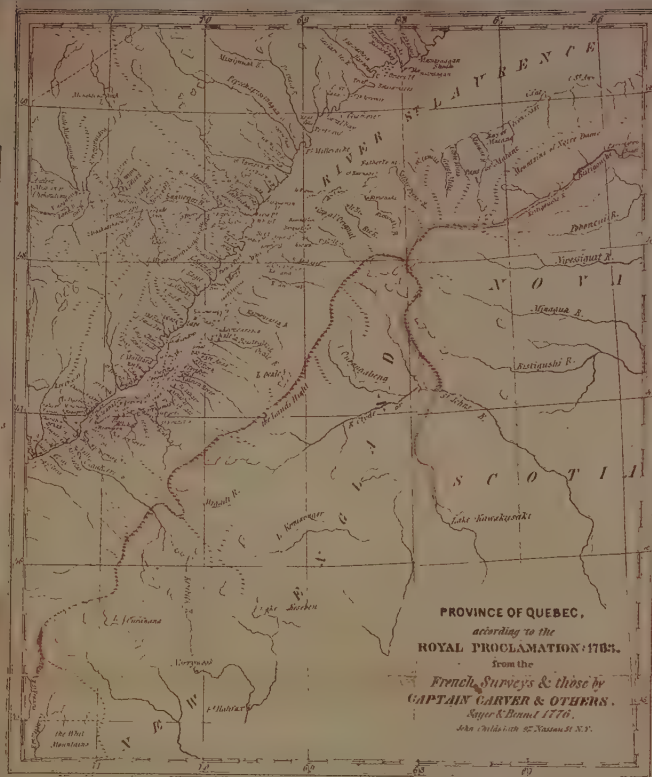
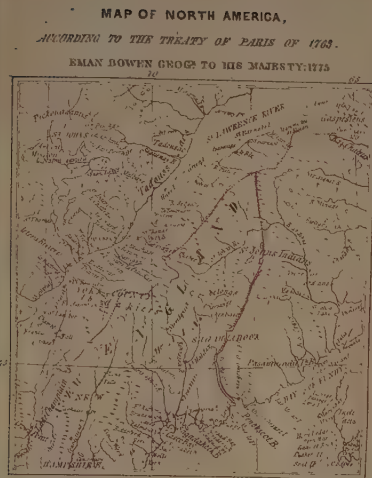
## Quebec 1829

**Right:** Described as a copy of a plan made by Mr. McCarty to the orders of Jos. Bouchette, the Surveyor-General, the map shows the Seignory of Sault St. Louis, indicating the part claimed by the Indians, along with other seignories situated to the south of Montreal.  
(PRO: MPG499)

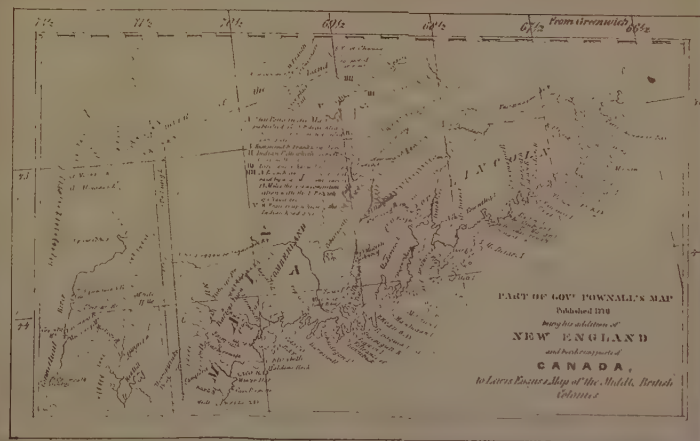
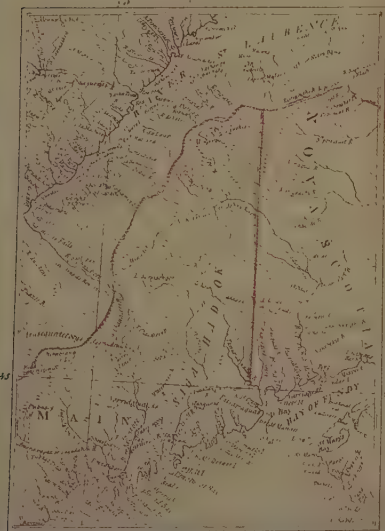








American Military Atlas.  
NORTHERN BRITISH COLONIES  
from the Maps published by the Admiralty &c  
Corrected from Governor Pownall's late Map  
London 23 August 1776



## Canada 1842

**Left:** This is a sheet of four extracts of maps made before the treaty of 1783 between the United States and Canada to illustrate the disputed frontiers prior to the Webster-Ashburton Treaty of 1842. These four (drawn to various scales) show:

**Above Left:** A map of North America according to the Treaty of Paris in 1763 by Emanuel Bowen.

**Above Right:** Sayer and Bennett's map of 1776 showing Quebec according to the royal proclamation of 1763.

**Below Left:** Maine and Nova Scotia from the *American Military Atlas* of 1776.

**Below Right:** Maine and Nova Scotia from Governor Pownall's map of 1776.

(PRO: FO925/1646)

## Canada c.1831

**Far Left:** Despite the War of 1812 and the Treaty of Ghent which reconfirmed the borders as agreed in 1783, there remained a number of territorial disputes between the United States and Canada. One of these concerned the border between Maine, Lower Canada and New Brunswick. This map, drawn by L. Hebert to a scale of about 48 miles to an inch, shows the arbitration over the disputed territory undertaken by the King of Holland. The name of the Dutch foreign minister, Verstolk de Soelen, appears in the territory being disputed. The territorial dispute was finally settle with the Webster-Ashburton Treaty of 1842, which effectively drew the boundary along the line suggested in the king's arbitration.

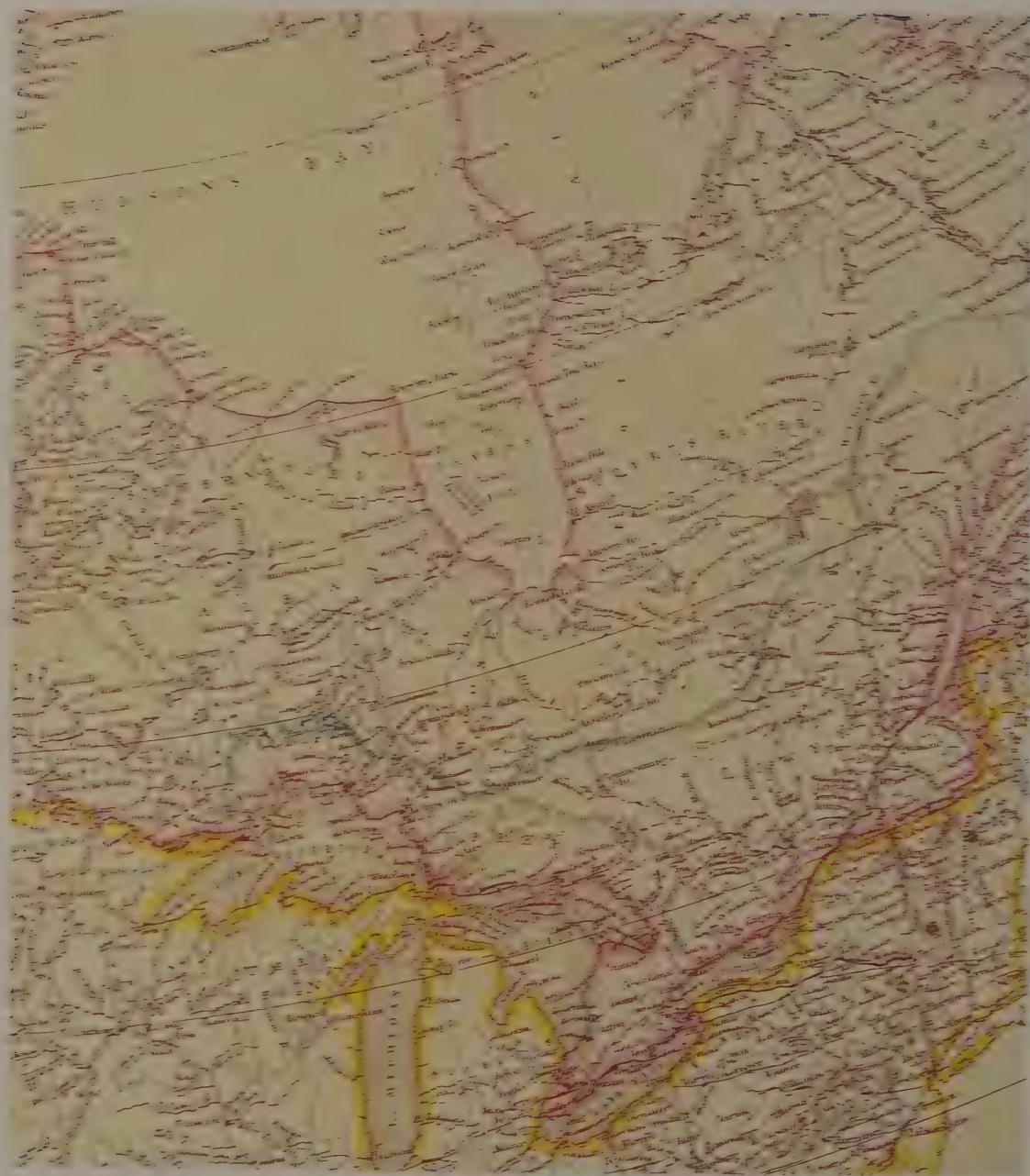
(PRO: MPGG 1/39 [2])

## Canada 1844

### Far Right and Right Details:

Published in 1844, this map is described as being drawn by the Honble Hudson's Bay Company, and by the Honble James W. Smith, their obedient servant J. Arrowsmith. The map shows the Great Lakes, being drawn to a scale of 100 miles to one inch. This map is a very fine and complete map of the Great Lakes, showing the coast of the United States, the coast of the Hudson's Bay Company, and the coast of the Russian Empire. The map is a very fine and complete map of the Great Lakes, showing the coast of the United States, the coast of the Hudson's Bay Company, and the coast of the Russian Empire.

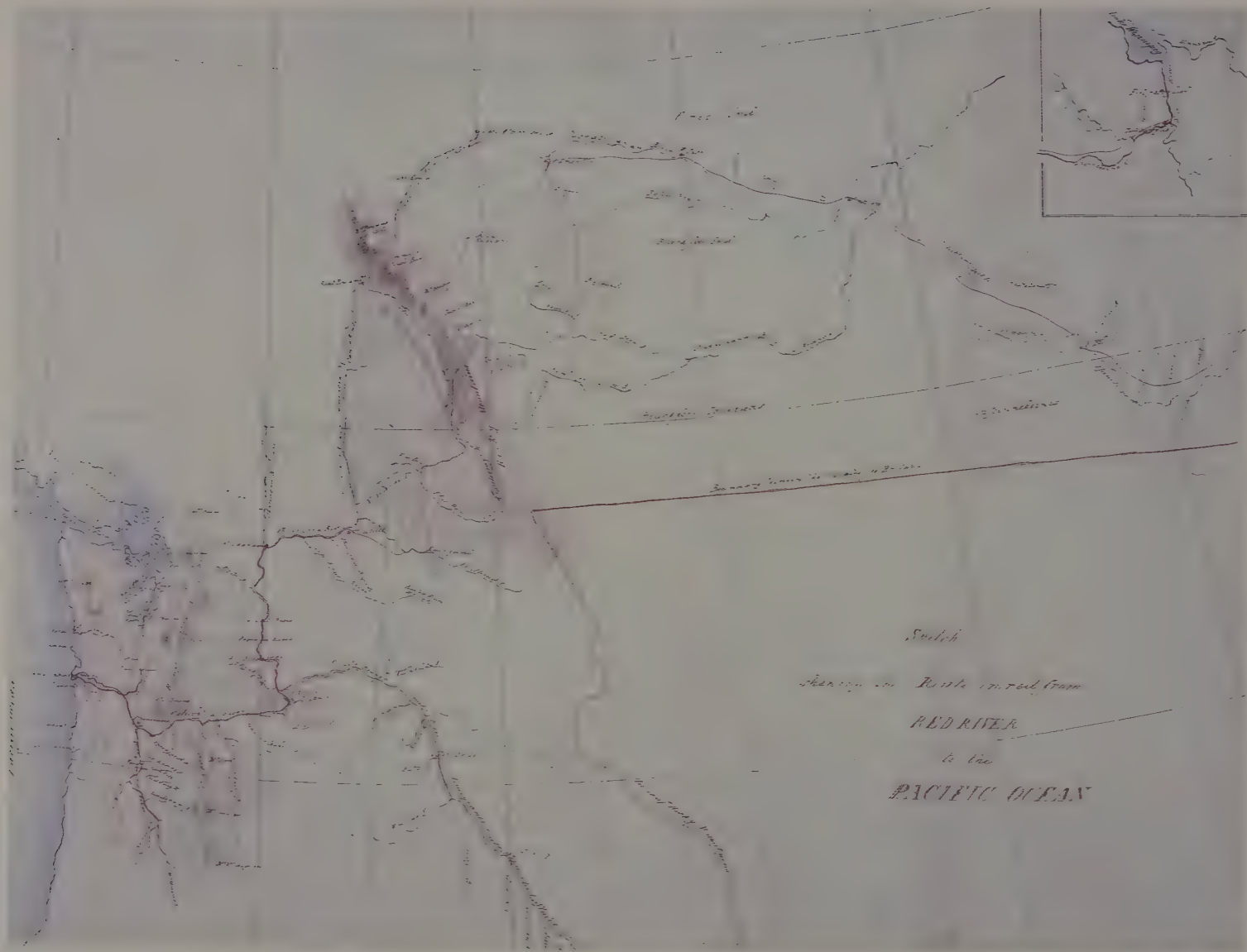
PRO. 1844









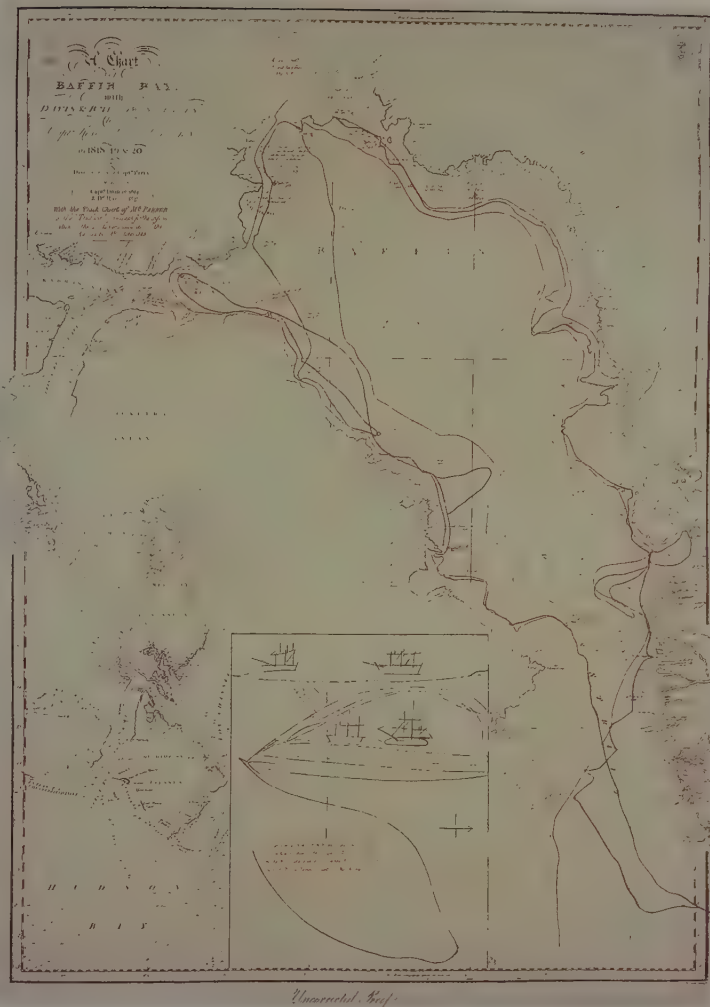


## Baffin Bay 1849

**Right:** This is a version produced in 1849 of Admiralty chart 262, dating back to the 1820s, which recorded Baffin Bay and the Davis and Barrow straits. It is based upon the voyages of Captain Ross and Lieutenant Parry between 1818 and 1820, by the discoveries of the promoted Captain Parry in 1822–23 and those of Captain Lyon in 1824. In particular, it records in red the voyages of Mr. Parker on board HMS *True Love* in the period between April and August 1849. Much of the area illustrated here is to the north of the Arctic Circle, which bisects the Melville Peninsula. Baffin Island got its name from the English explorer William Baffin in the early 17th century, although it was the English sailor Martin Frobisher (1539–94) who first landed on the island while searching for the Northwest Passage. Captain John Ross was to lead the first of a number of English expeditions to the region. He first voyaged on a scientific exploration in 1818 and, in 1829, on a subsequent voyage, was to discover the magnetic north pole on the Boothia-Felix Peninsula. The risks that many of these explorers took can be best exemplified by the expedition led by Sir John Franklin in 1845; although they succeeded in exploring much of Canada's Arctic coast, they were to die in their endeavours.  
(PRO: MFQ197)

## British Columbia 1845

**Left:** This is a sketch of the route of Lt. Warre and Lt. Vavasour from Red River to the Pacific Ocean in 1845, drawn to a scale of about 83 miles to one inch. The map records forts, place names and rivers. The route illustrated shows Warre and Vavasour ending their trip at the mouth of the Columbia River before heading north to Victoria on Vancouver Island. Also illustrated is the route of American emigrants along the Snake River from Idaho to Oregon. At this stage, the western part of North America was still ill-defined in terms of ownership. Since 1818, the region was jointly held by Britain and the United States, as it would be until 1846 when the Oregon Treaty would define the future border between the US and Canada. Much of the territory portrayed here would fall to the US, with the international border being situated along the 49th parallel.  
(PRO: MPH459 [8])









## Victoria 1845

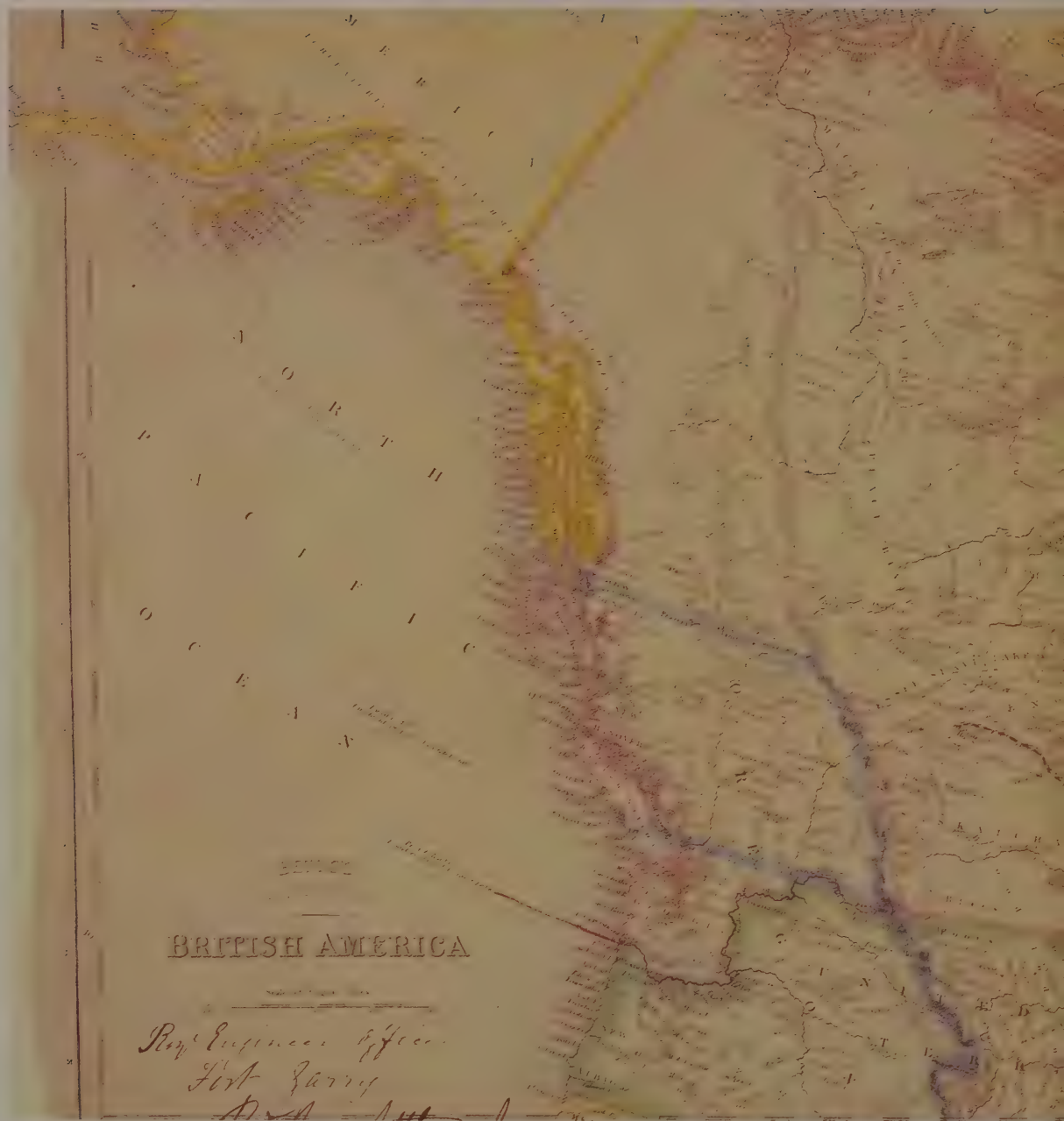
**Left:** This is a sketch of Cammusan Harbour on Vancouver Island showing the position of Fort Victoria. It was derived from a drawing by J. Scarboro of the Hudson Bay Company by Lt. M. Vavasour of the Royal Engineers to a scale of 200yd to one inch. This map portrays the area that is today occupied by the city of Victoria. It was in 1843 that, faced with the loss of its Oregon headquarters as part of the 1846 settlement, the Hudson's Bay Company moved from the mouth of the Columbia River to Vancouver Island. The new trading post established was named Victoria in honour of the queen. In 1849 Vancouver Island became a British Crown Colony. From the mid-1850s the town experienced massive growth as a result of the arrival of many thousands seeking to make their fortune in the gold rush.  
(PRO: MPH459 [3])

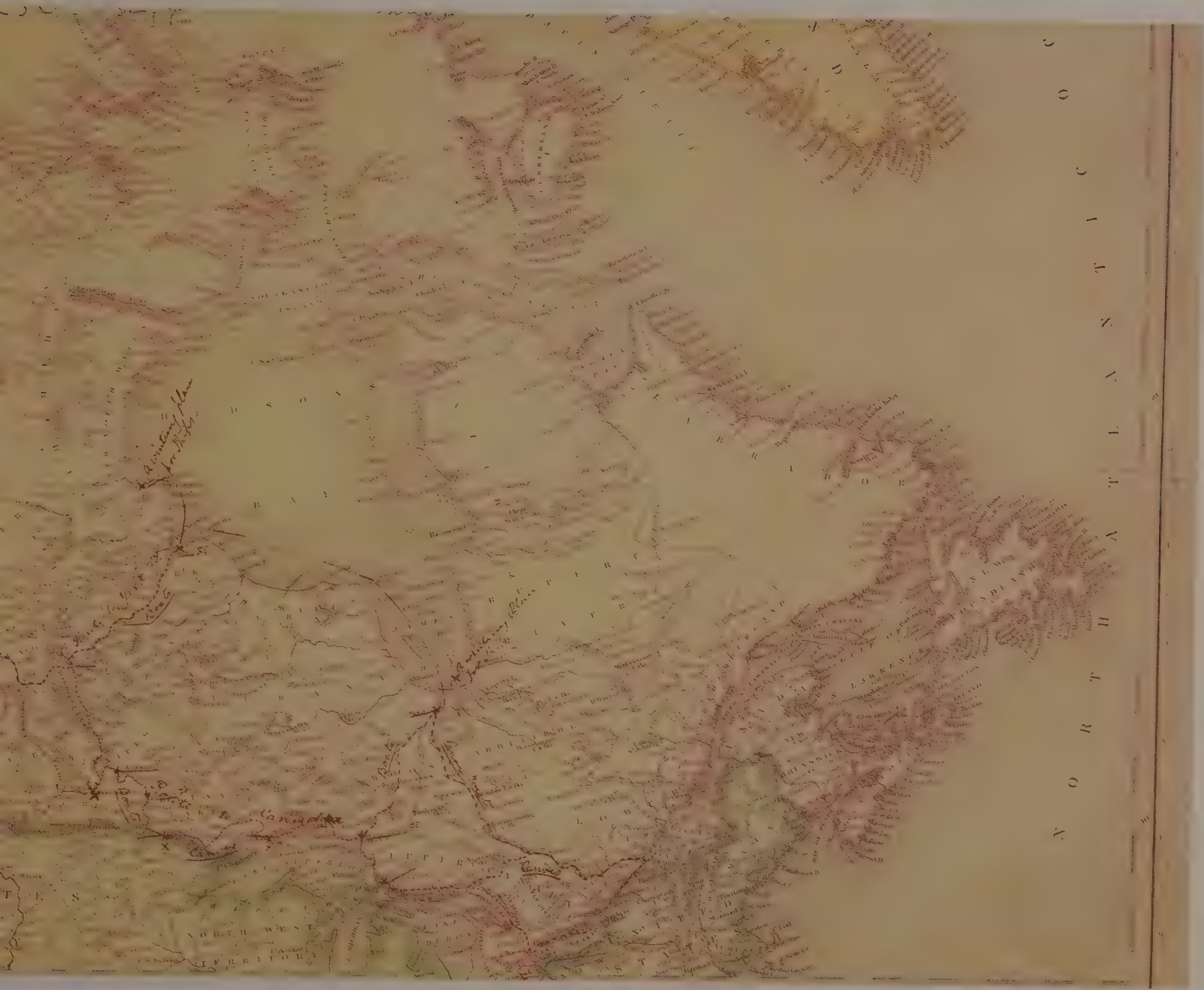
## Edmonton 1846

**Above:** Drawn to a scale of 100ft to one inch, this map was prepared by Lt. M. Vavasour of the Royal Engineers and shows the plan of Fort Edmonton on the Saskatchewan River. The key to the map identifies the individual buildings. Edmonton's origins date back to the early days of the fur trade. From the late 17th century, fur traders made use of the Saskatchewan River for trading purposes and, in 1795 during the rivalry between the Hudson's Bay and North West companies, both established trading posts. At the time that Vavasour drew this map, the region was still controlled by the Hudson Bay Company. Today Edmonton is the capital of the Province of Alberta, with a population of more than half a million.  
(PRO: MPK59 [20])

## Canada 1848

**Right:** Produced to a scale of 180 miles to one inch and derived from Betts's *Family Atlas*, published in London by John Betts of 115 Strand, this map is described as 'British America' and shows the boundary, finalised as a result of survey between 1843 and 1846, along the 49th Parallel agreed by the Oregon Treaty. Until this alignment was agreed between Britain and the United States, there was the very real threat of war between the two nations.  
(PRO: CO700 Canada 102A)





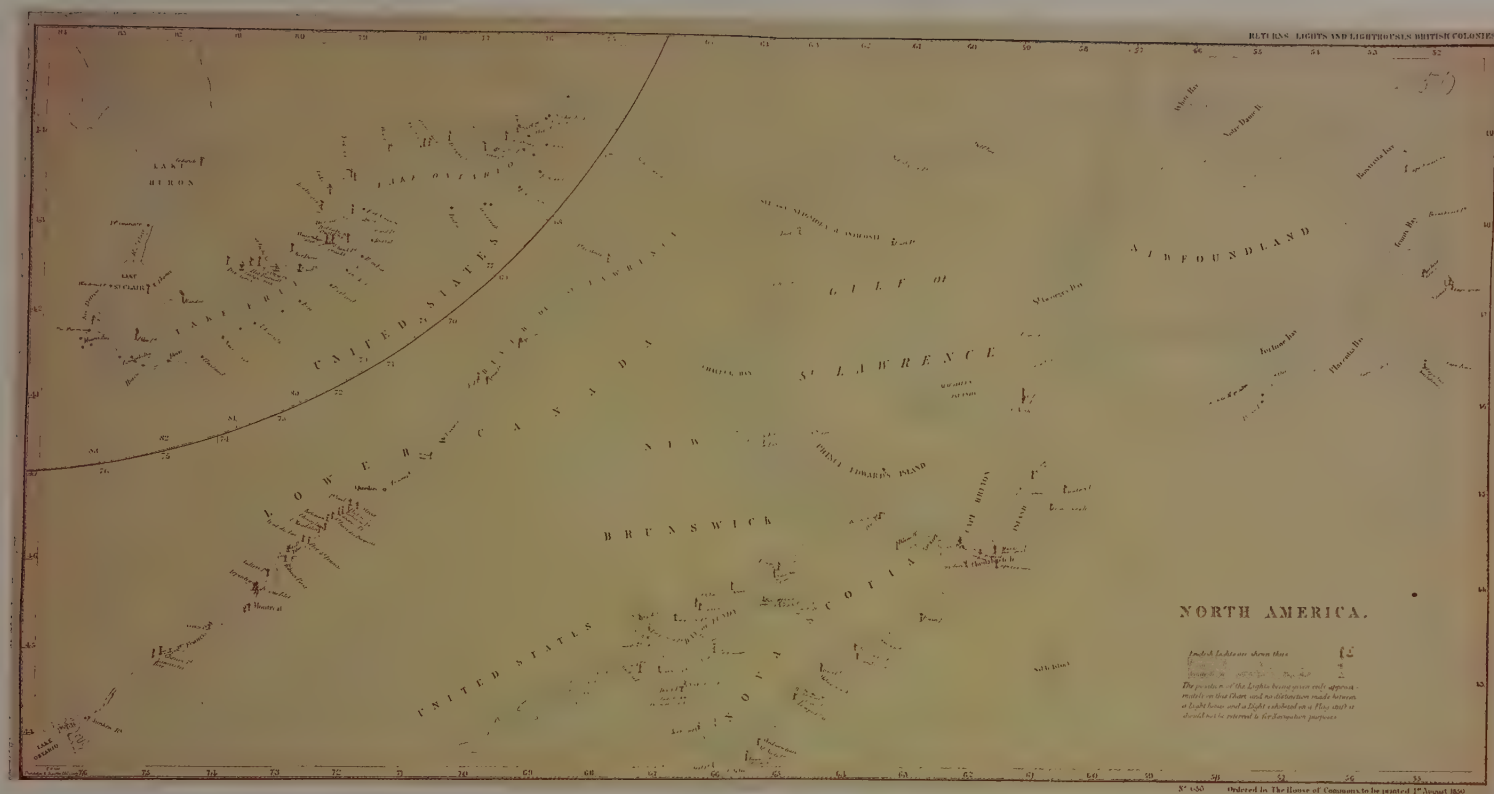
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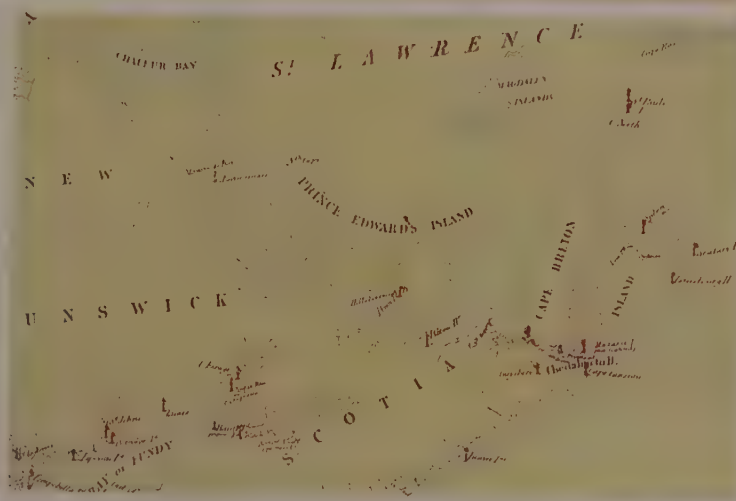
## Georgetown 1848

**Above:** Georgetown, situated on a peninsula on the east of Prince Edward Island, is one of the province's most important settlements. Drawn to a scale of 10 chains to one inch by George Wright, Surveyor-General, this map shows the town as it existed in the middle of the 19th century, when Prince Edward Island was a separate crown colony.  
(PRO: CO700 Prince Edward Island 7)



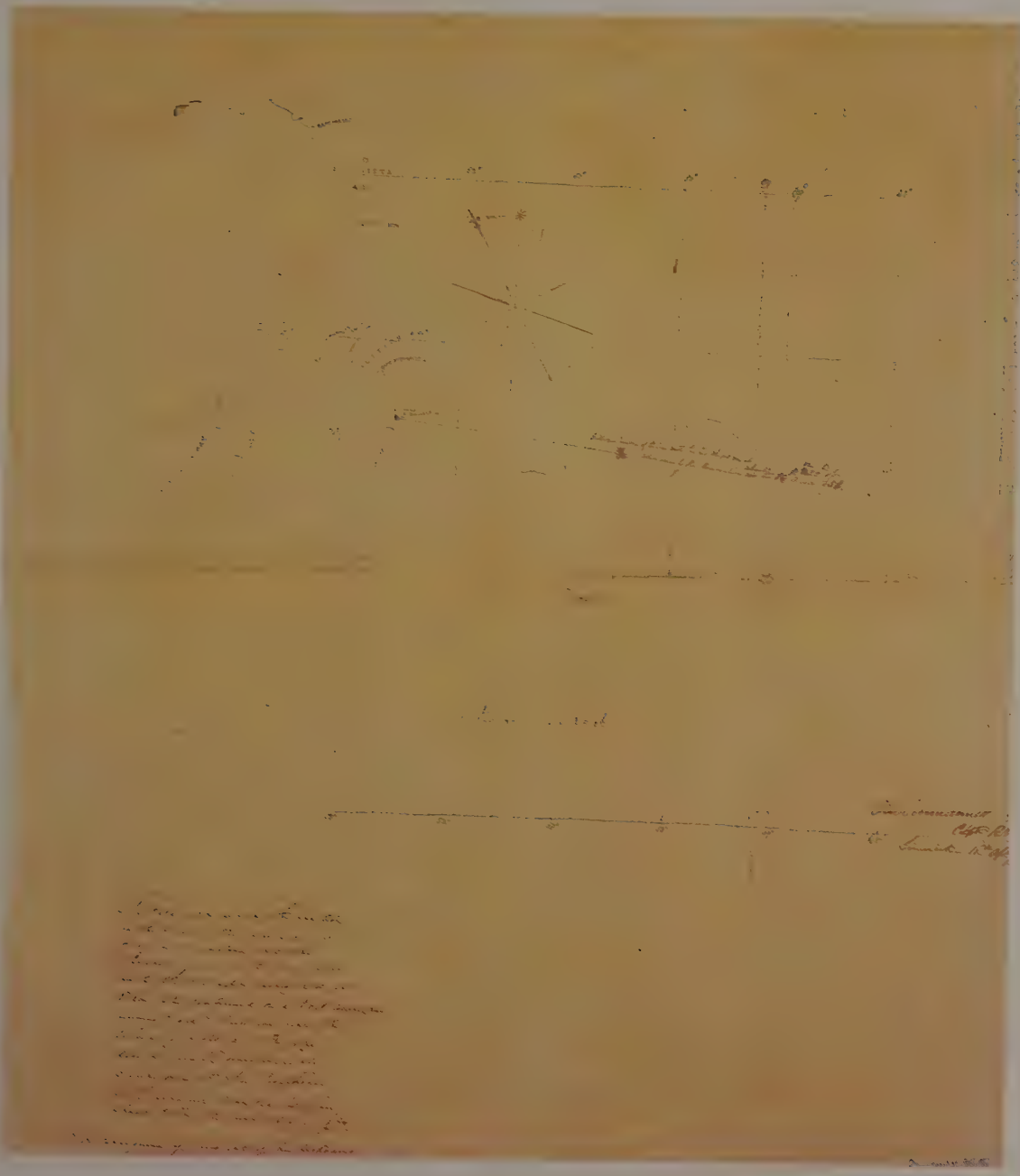
## Canada 1850

**Above and Right (detail):** Compiled to a scale of 50 miles to one inch to the orders of the British House of Commons and dated 1 August 1850, this map was printed on behalf of Henry Hansard by Standidge & Co in London. It portrays the lighthouses and lightships, either already in place or proposed, for the Great Lakes and the Atlantic coast. Also illustrated are lights controlled by the United States. (PRO: FO925/1450)







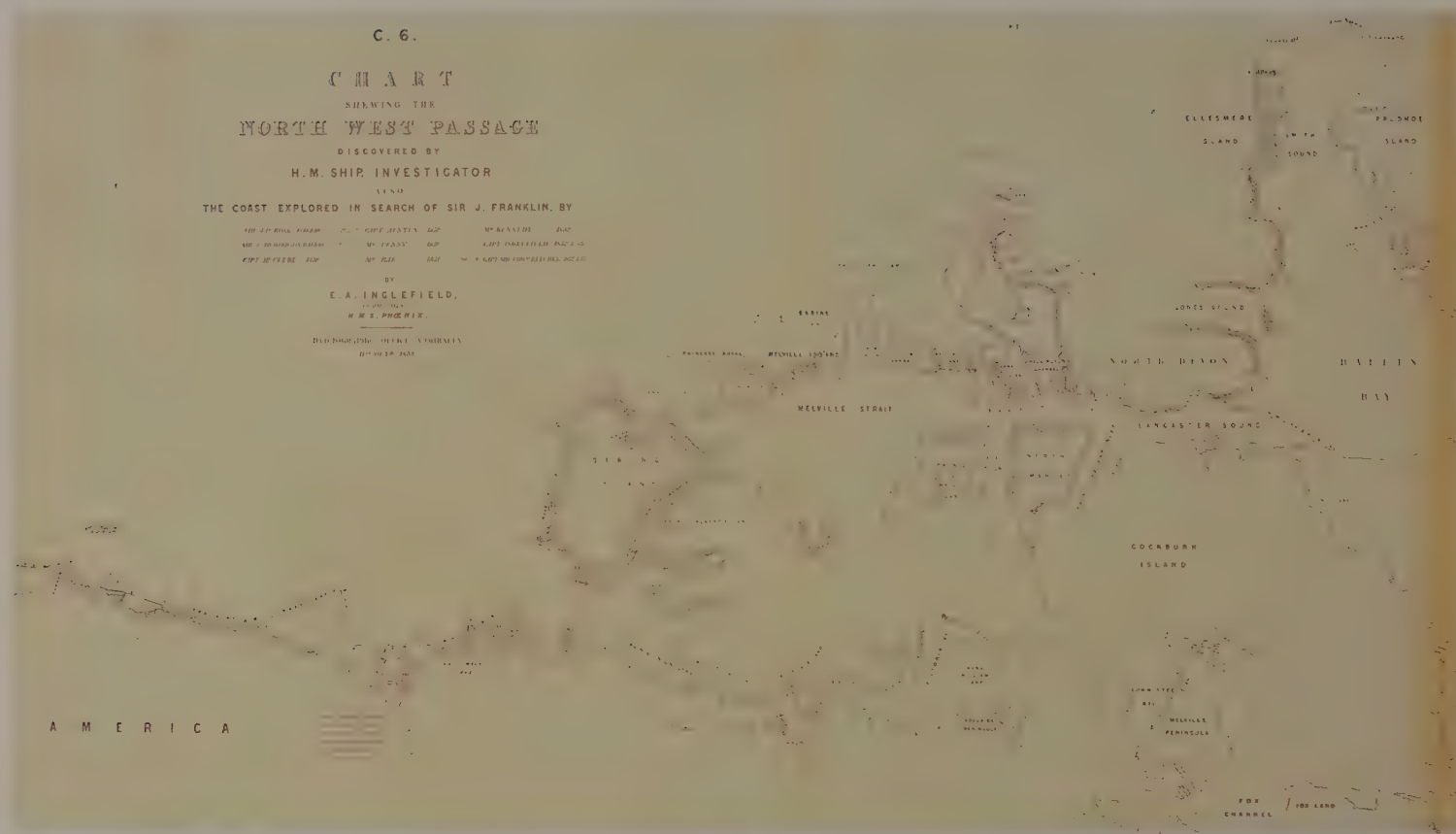


## Canada 1850

**Far Left:** This portrays the territorial division of North America in 1850. Drawn by John Arrowsmith on the orders of the House of Commons and printed on behalf of Henry Hansard, this map was compiled to a scale of about 180 miles to one inch. The vast scale of the territory controlled by the Hudson Bay Company is evident — coloured green on the map — while the remaining British territory is coloured pink. Drawn post-1846, the map shows the confirmed border with the United States along the 49th parallel. Note also that Alaska is still referred to as Russian territory; it was not until 1867 that the US government acquired the territory through its purchase from Russia. (PRO: FO925/1449)

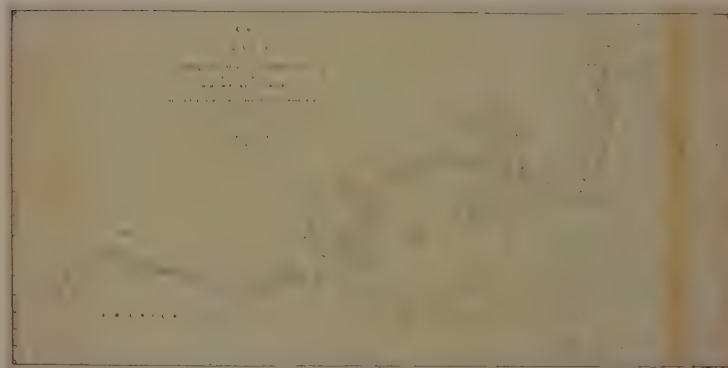
## Newfoundland 1852

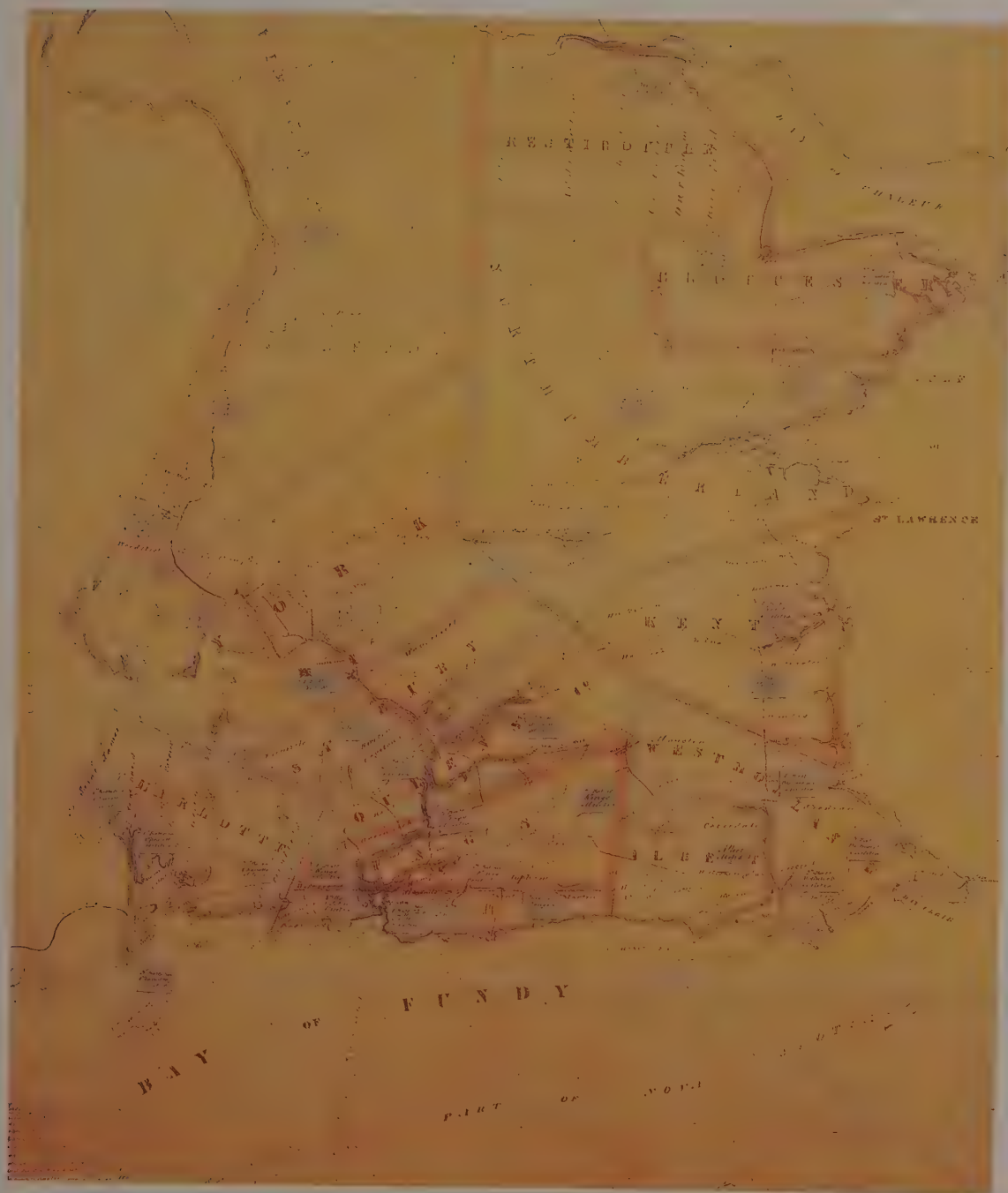
**Left:** This is a sketch map of eastern Newfoundland and its adjacent waters showing the position of the iceberg with two vessels — believed to be the *Erebus* and *Terror* — fast upon it. This was the position as sighted by the *Renovation* in April 1851. The *Erebus* and *Terror* were two vessels lost during the Franklin polar expedition and this map highlights the very real danger that vessels faced when dealing with the treacherous waters of the north Atlantic. The notes and signature belong to Capt. E. Ommanney of the Royal Navy. (PRO MPI320 [1])



## Northwest Passage 1853

**Above and Right:** By the middle of the 19th century the search for the elusive Northwest Passage was beginning to become fruitful, although it would take until the first decade of the 20th century that the Norwegian explorer Roald Amundsen would actually complete its navigation. One of the most important explorers during the mid-19th century was Captain Robert McClure, who was to lead the expedition that was the first to follow the passage on foot. Drawn to a scale of about 50 miles to one inch by W. H. Fawekner and published by the Hydrographic Office of the Admiralty, this version was lithographed by Walker and is dated 11 October 1853. It records the exploration work undertaken by McClure on board the vessel HMS *Investigator* as well as the various searches made for the lost Arctic team led by Sir John Franklin, which had disappeared in 1845. (PRO: MP1124 [4])





## ***New Brunswick 1855***

**Left:** This is a map of New Brunswick showing the number and positions of the Provincial Militia Battalions. It is signed by Lt.-Col. R. Hayne, who was Adjutant-General Militia Forces, in December 1855. It was compiled to a scale of 8.5 miles to one inch. Information given includes county boundaries, place names, ancillary stations and distances between towns. (PRO: MPGG2 [1])



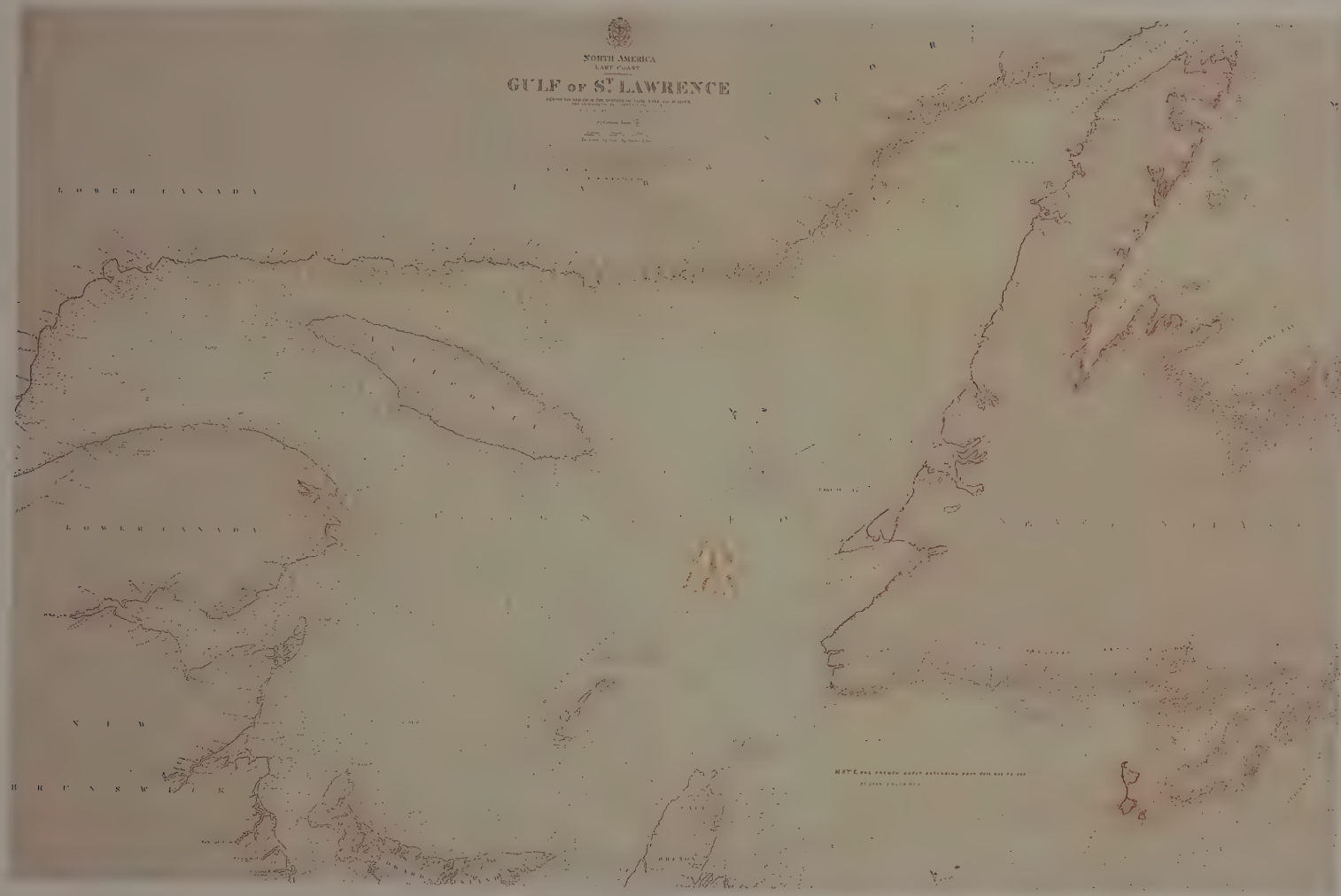


## Canada 1856

This map records 'British America' along with all the discoveries made in the Arctic Seas up to 1856. Enlarged insets show the Wellington Channel to the west of North Devon (and its environs) and Beechey Island, where the noted

explorer Sir John Franklin wintered in 1845/46. Although much of the region is now accurately recorded, even at this date significant parts of the coastline are still ill-defined.

(PRO: CO700 Canada 64)



## ***Gulf of St. Lawrence 1857/59***

**Above:** The original version of this map, dated 1857, was Admiralty Chart 2516 'North of America East Coast. Gulf of St Lawrence. Newfoundland from the surveys by Cook, Lane and Bullock. The remainder by Capt'n Bayfield RN. Assisted by Comr Orlebar, Lieut Hancock, Mr Forves etc'. Engraved by J. & C. Walker, it was first published on 16 March 1857 and drawn to a scale of about

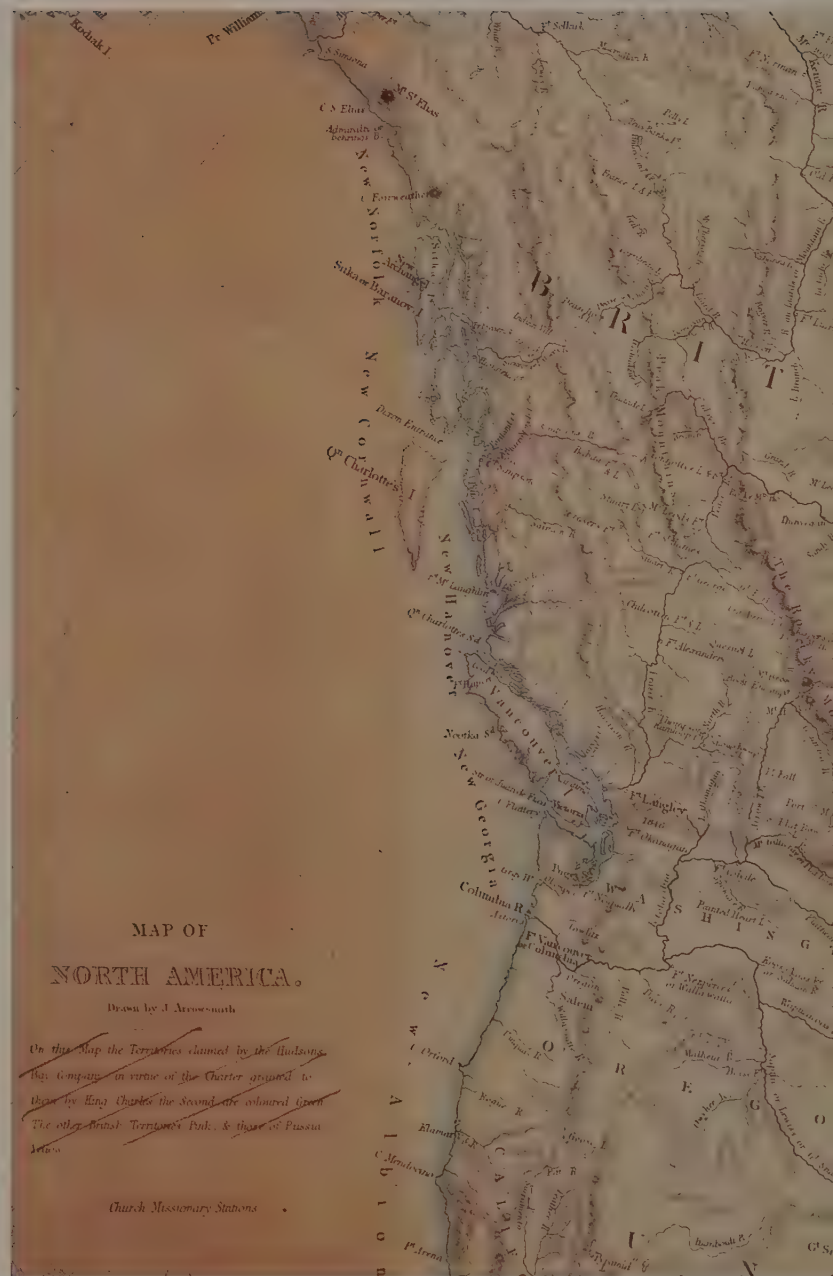
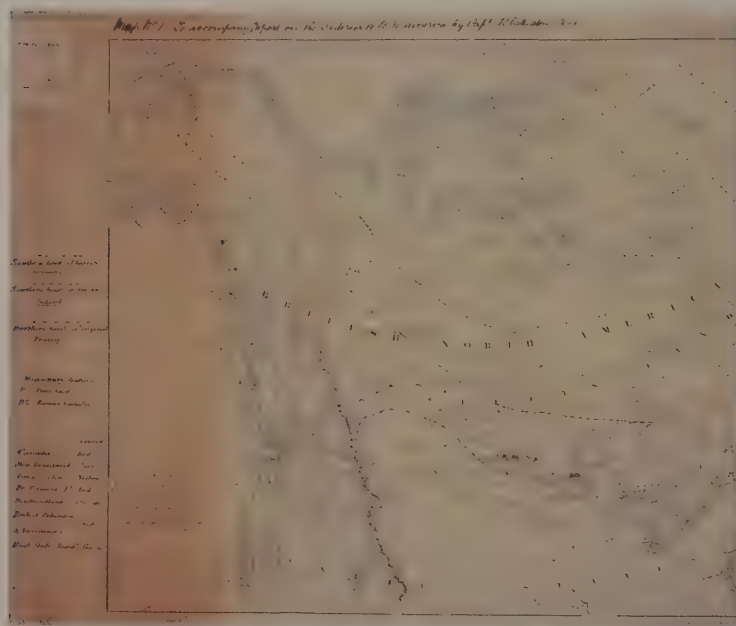
19.3 miles to an inch. The version illustrated here dates to 1859 and was plan 2 of the report of the Commission on Defences of Newfoundland of 13 October 1859. It is signed by Col. R. J. Nelson, CRE. The red coastline of part of Newfoundland highlights the area once controlled by the French and the route of the transatlantic cable across the southern part of the island is also identified.

(PRO: MPH 66 [7])

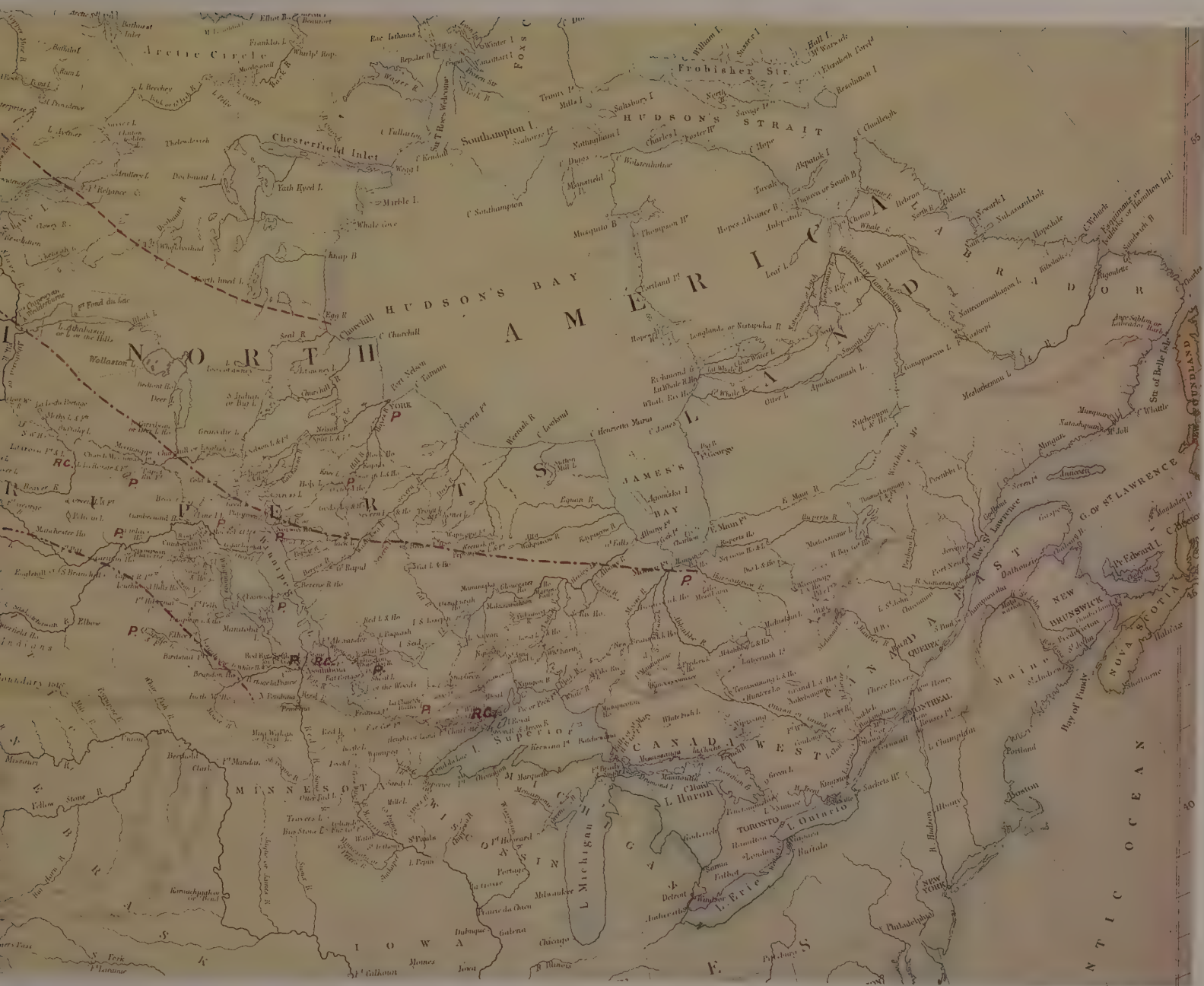
## Canada 1857/1859

**Below and Right (detail):** Drawn by J. Arrowsmith and published by him in 1857 from 10 Soho Square, London, this is one of a number of editions. This version has been annotated to illustrate Captain Thomas Blakiston's report on the interior of North America dated 21 October 1859. There is a key which records the southern limits of barren ground, ground with frozen subsoil and the northern limit of original prairie. Also described are the provincial boundaries as they then existed and the location of both Protestant and Catholic mission stations.

(PRO: MR109 [1])







*Grand Trunk Railway of Canada*  
1857/1861

**Right:** Although described as recording the Grand Trunk Railway of Canada — which it undoubtedly does — this version of a map produced originally in 1857 and lithographed by Waterlow & Sons in London, has a more sinister role. Dating in this version to 1861, the map has been annotated with handwritten notes concerning the geostrategic points for the seizure of the line of communication and the interception of trade in the case of hostilities. The date of these notes is significant: it was in 1861 that the American Civil War broke out and it was also the period when the Union seized the British mail ship, the *Trent*, thus resulting in an international incident that almost led to war between Britain and the Union. The first railways to be constructed in Canada were coal railways in Nova Scotia — at Pictou in 1827 and at Sydney in 1828. The first railway in the country to be operated by steam locomotives was the Champlain & St. Lawrence Railway, which opened on 21 July 1836; its first locomotive, the *Dorchester*, was manufactured by Robert Stephenson & Co and shipped from Tyneside, in England. Although development was initially slow — only 22 miles had been completed by 1846 — thereafter the process accelerated and by 1860, roughly contemporaneously with this map, the total mileage in Canada had reached 2,065. (PRO: MR1823 [5])

### PRINCIPAL STATIONS ON GRAND TRUNK LINE.

*Portland to Montreal.*

Portland  
Falmouth  
41 Yarmouth  
47 Oxford  
70 Bethel  
80 Gilead  
85 Shelburne  
91 Gorham  
97 Bertin Falls  
103 Milou  
112 Northumberland  
124 Island Pond  
148 Sherbrooke  
210 Windsor  
260 Richmond  
362 St. Hyacinth  
372 St. Martin  
392 Montreal

*Montreal to Toronto & Stratford*

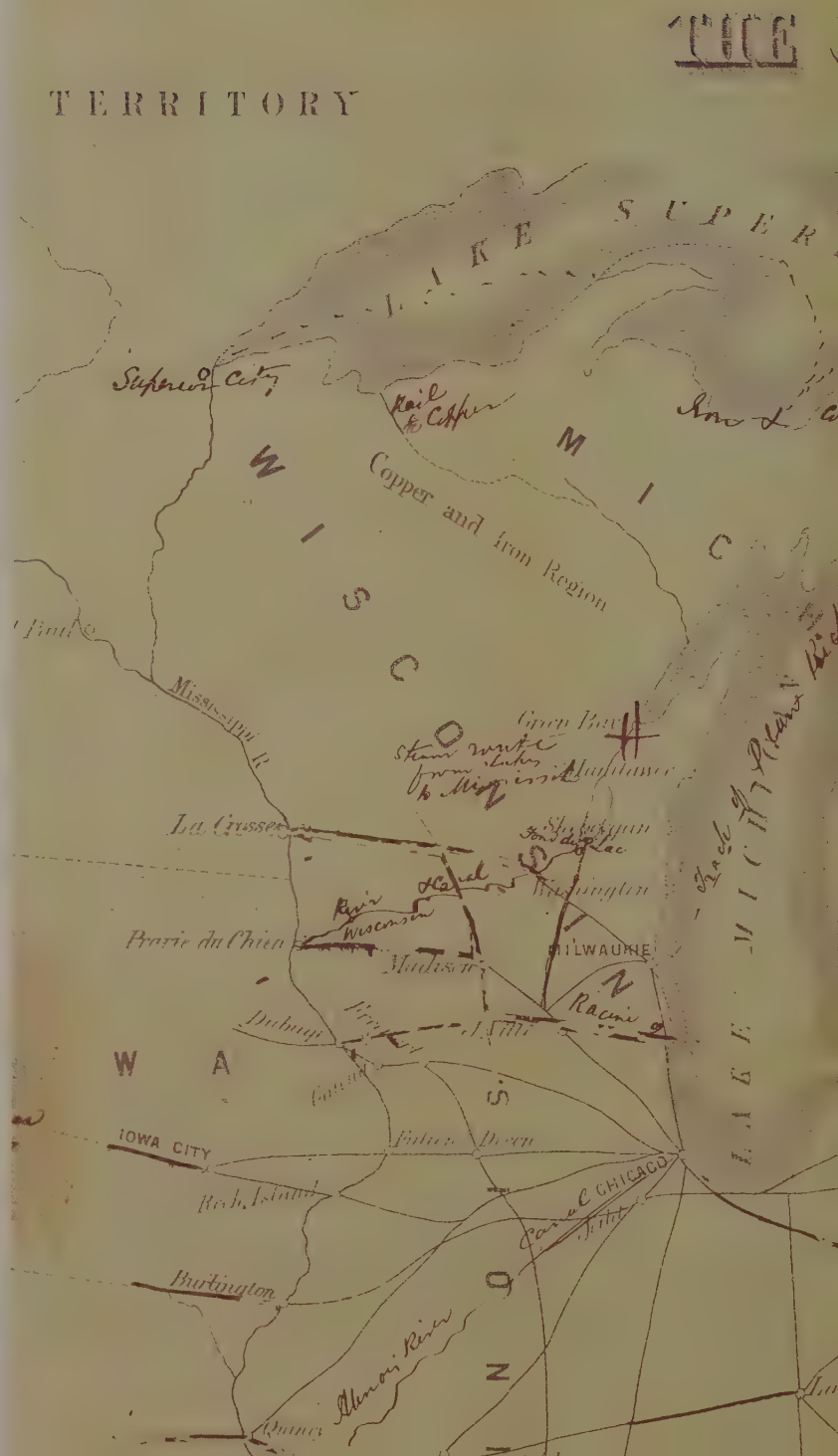
*Montreal*  
 24 *Vaudreuil*  
 68 *Cornwall*  
 92 *Williamsburg*  
 112 *Prescott*  
 120 *Moulton*  
 125 *Brookville*  
 165 *Gananoque*  
 173 *Kinston*  
 199 *Napanee*  
 220 *Belville*  
 332 *Trenton*  
 342 *Brighton*  
 349 *Colborne*  
 356 *Grafton*  
 363 *Coburg*  
 371 *Port Hope*  
 396 *Newcastle*  
 390 *Bowmanville*

*Richmond to Quebec & St Thomas*

Richmond  
12 Dunville  
24 Warwick  
43 Stamford  
47 Somerset  
87 Chandiere  
88 Chandiere Junction  
96 Point Levi for Quebec  
136 St. Thomas

*Toronto to Stratford*

21 *Brampton*  
29 *Georgetown*  
56 *Guelph*  
63 *Berlin*  
69 *Petersburg*  
76 *Hamburg*  
88 *Stratford*



# GRAND TRUNK RAILWAY OF CANADA.



1857.

Railways amended  
to 1861

CANADA EAST

He pulled down  
the canal

It will be seen that by Railways  
to Collingwood, 50 miles especially  
Sarnia we will connect  
Lake Huron, & we at  
once fitted out  
Vessels, then  
St. Clair River is  
from 100 to 200 ft deep  
at 1 mile

SITE OF THE  
CANADIAN GOV.  
ERNMENT'S FREE  
GRANTS OF LAND.

Sarnia ought to be  
well port for the grain  
to carry across the St. Clair  
River & Lake Huron  
all shipping

St. Clair  
Lake River

St. Lawrence  
River

Canal  
all the grain goes  
by the Erie Canal  
to Albany New York  
Boston  
St. Louis  
at Buffalo  
Lansing

Canal  
all the grain goes  
by the Erie Canal  
to Albany New York  
Boston  
St. Louis  
at Buffalo  
Lansing

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all the grain goes  
by the Erie Canal  
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all the grain goes  
by the Erie Canal  
to Albany New York  
Boston  
St. Louis  
at Buffalo  
Lansing

OHIO

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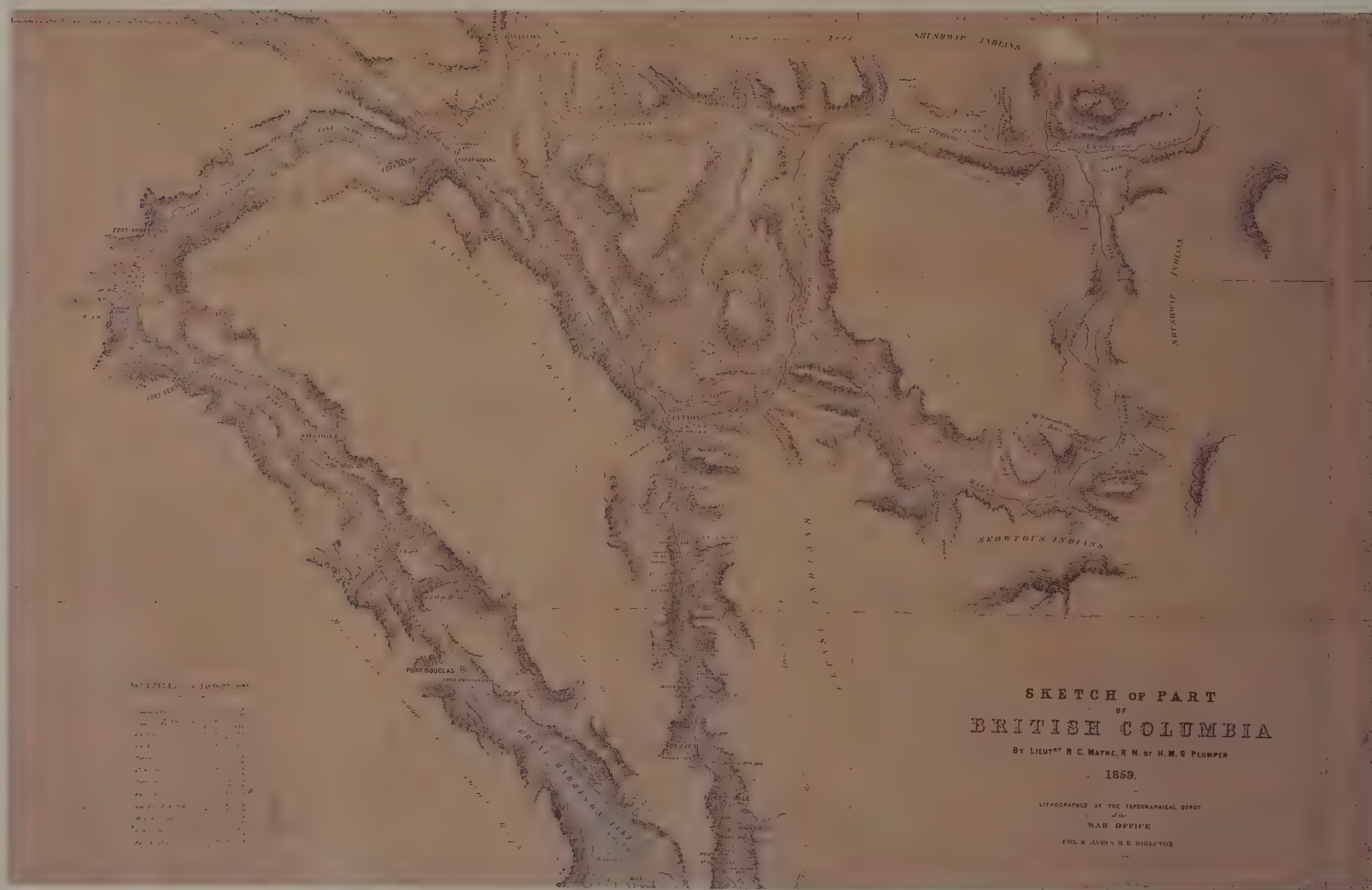
OHIO

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OHIO





## British Columbia 1859

**Above:** Described as a 'Sketch of part of British Columbia by Lieutnt R. C. Mayne, RN of HMS *Plumper* 1859'. Drawn to a scale of about 500yd to an inch, the map shows the Fraser River from Pavilion to its junction with the Harrison River, along with the country to the east and west. Also recorded are parts of the Thompson, Nicola and Lillooet rivers. The Fraser River is one of the longest in British Columbia and is named after the famous explorer and furer, Simon Fraser. At the age of 25, in 1801, Fraser joined the Athabaska Department as a partner, with responsibilities covering the area to the west of

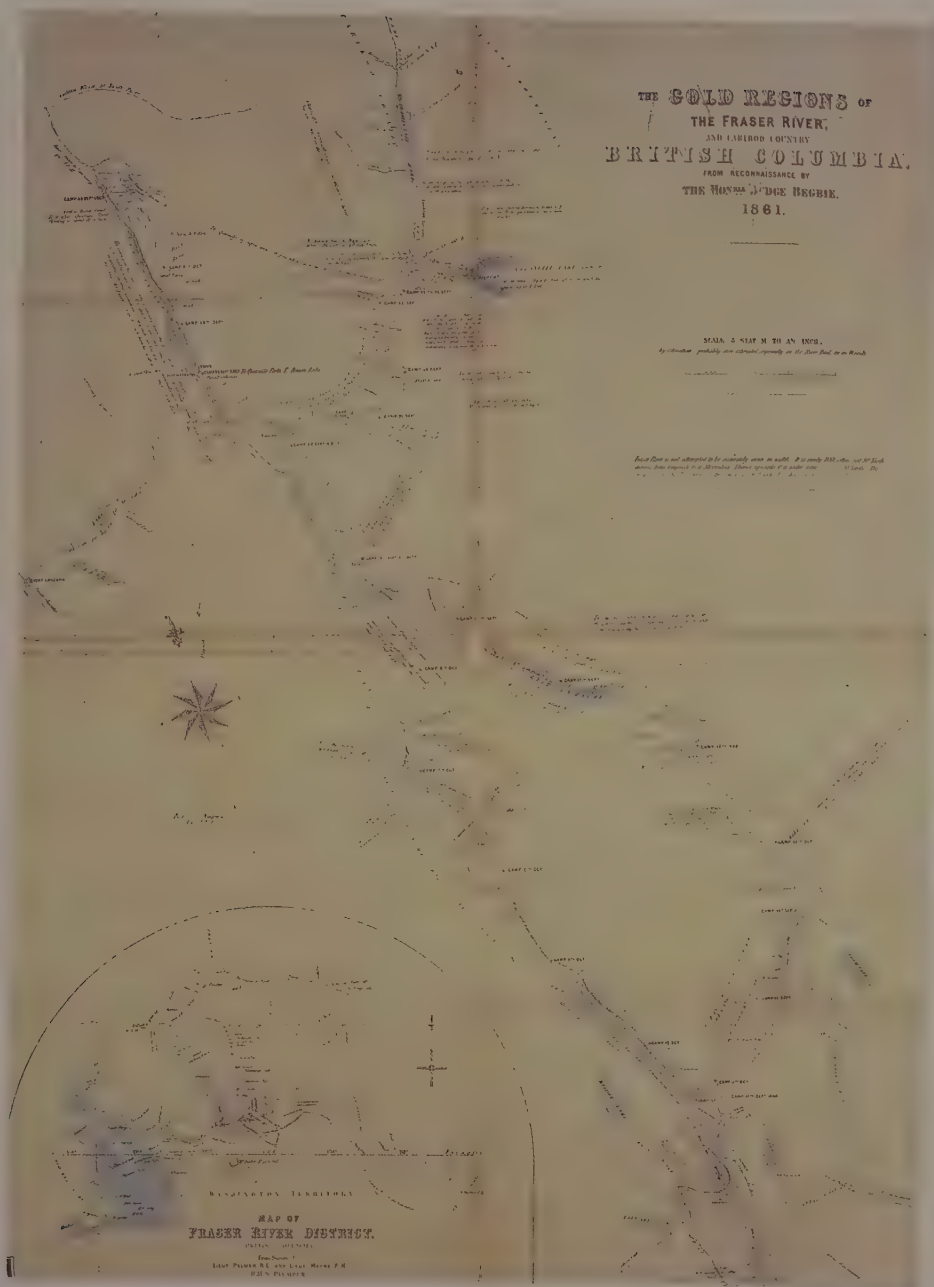
the Rockies. Naming the region New Caledonia, he established settlements as follows: Fort Macleod (1805); Fort James and Fraser (1806); and, Fort George (1807 — today known as Prince George). In 1808 he set off to explore a river in the mistaken belief that it was the Columbia; discovering Fraser River Canyon on route, when he realised that he was not pursuing the Columbia, he returned. He wrote an account of his expedition called *The Letters and Journals of Simon Fraser 1806-1808*. Later heavily involved in the fur trade, Fraser was to die in 1862.

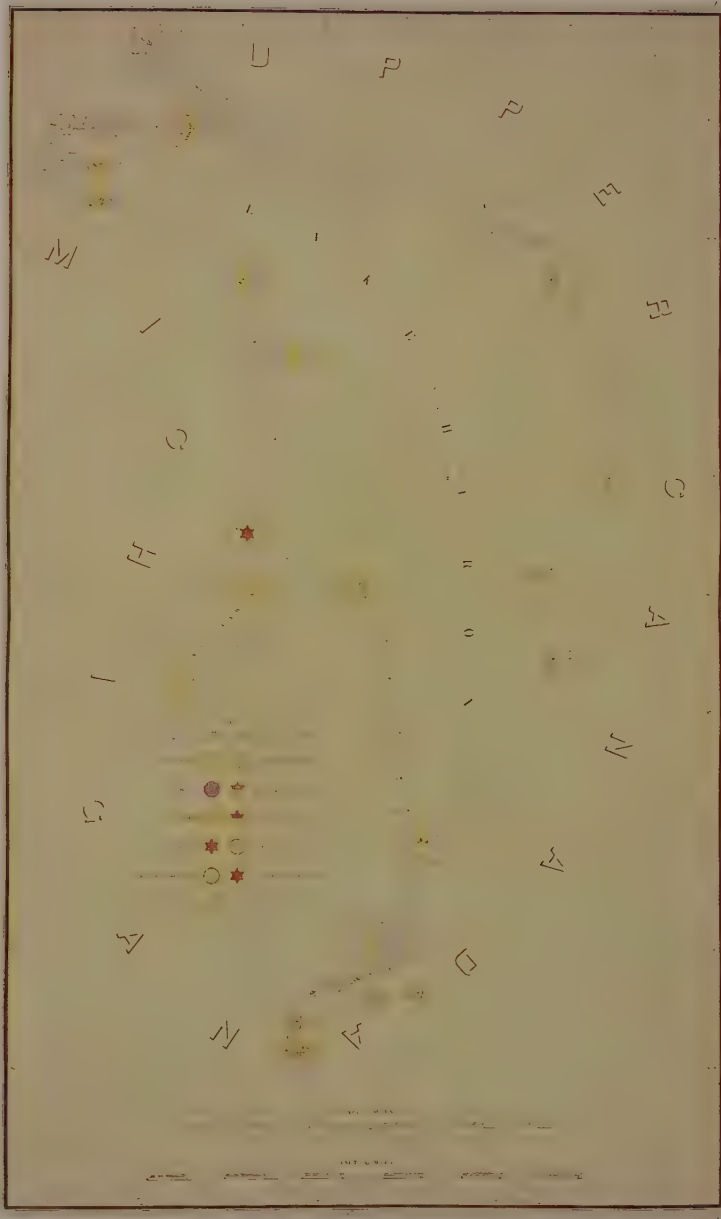
(PRO: CO700 British Columbia 8 [2])

## British Columbia 1861

**Right:** Drawn from a survey undertaken by Lt. Palmer, Royal Engineers, and Lt. Mayne of the Royal Navy, serving on board HMS *Tumper*, this map illustrates 'The Gold Regions of the Fraser River and Cariboo Country, British Columbia from Reconnaissance by the Honble Judge Begbie'. Gold had been discovered in British Columbia in the middle of the 1850s, drawing huge numbers of prospectors to the Fraser River and the surrounding area.

(PRO: CO700 British Columbia 8 [6])





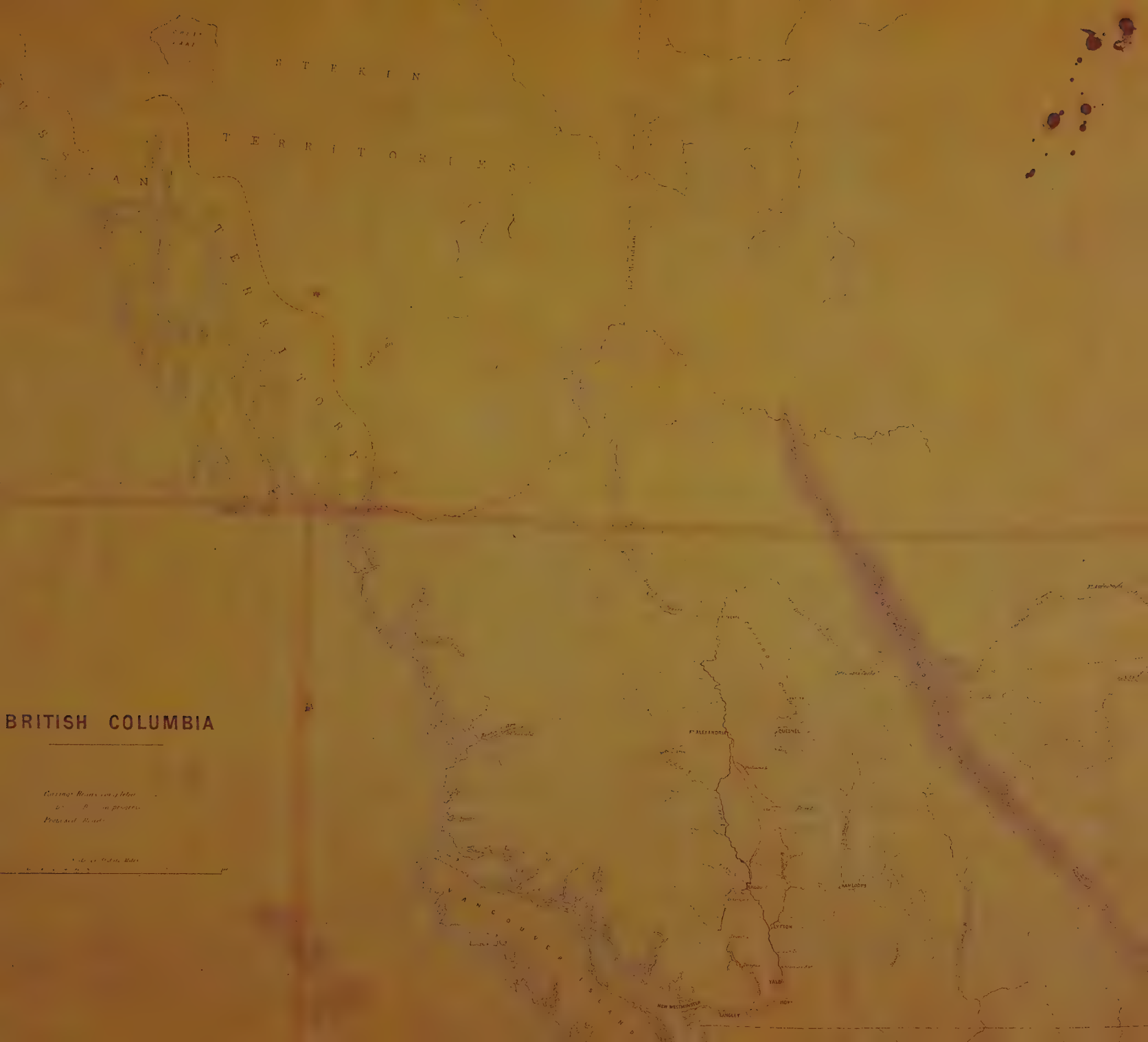
## ***Lake Huron 1861***

**Left:** This map was produced on behalf of the US Lighthouse Board as part of its survey of the Northern Lakes supervised by Captain George G. Meade. Drawn originally to a scale of 10 miles to one inch, it was lithographed by J. Bien of 180 Broadway, New York. The US lights are differentiated in red and white, fixed, flashing and revolving.  
(PRO: FO925/1661/4)

## ***British Columbia 1861***

**Right:** At a scale of about 38.5 miles to one inch, this map shows the carriage roads completed, under construction or proposed in British Columbia in 1861. Note the reference to 'Russian Territory'; this map again predates the acquisition by the USA of the future state of Alaska from the Russians.  
(PRO: CO700 British Columbia 11[1])





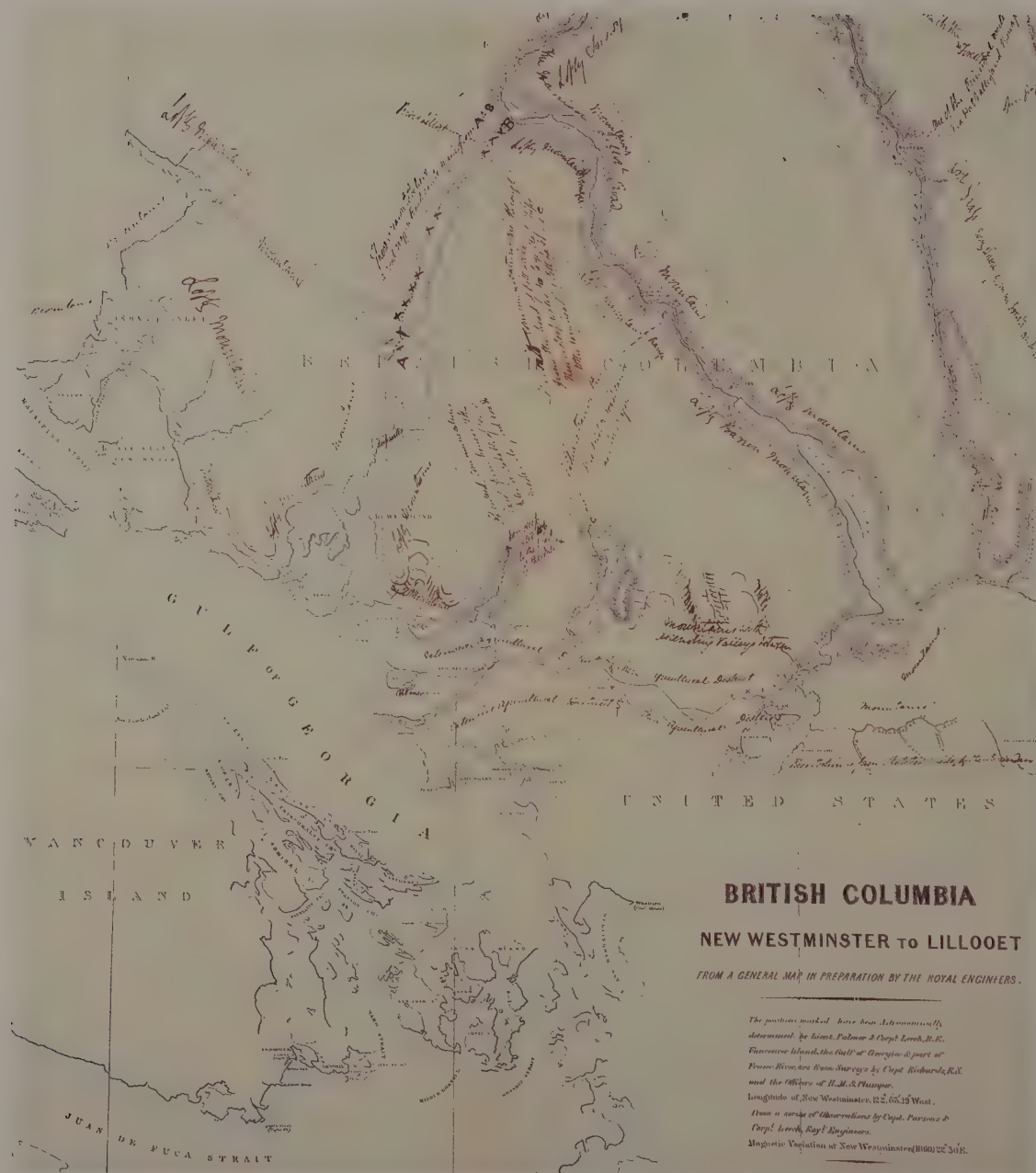
## BRITISH COLUMBIA

*Carriage Roads, as of 1880*  
*as of 1880 in progress*  
*Proposed Roads*

*Scale of Miles*

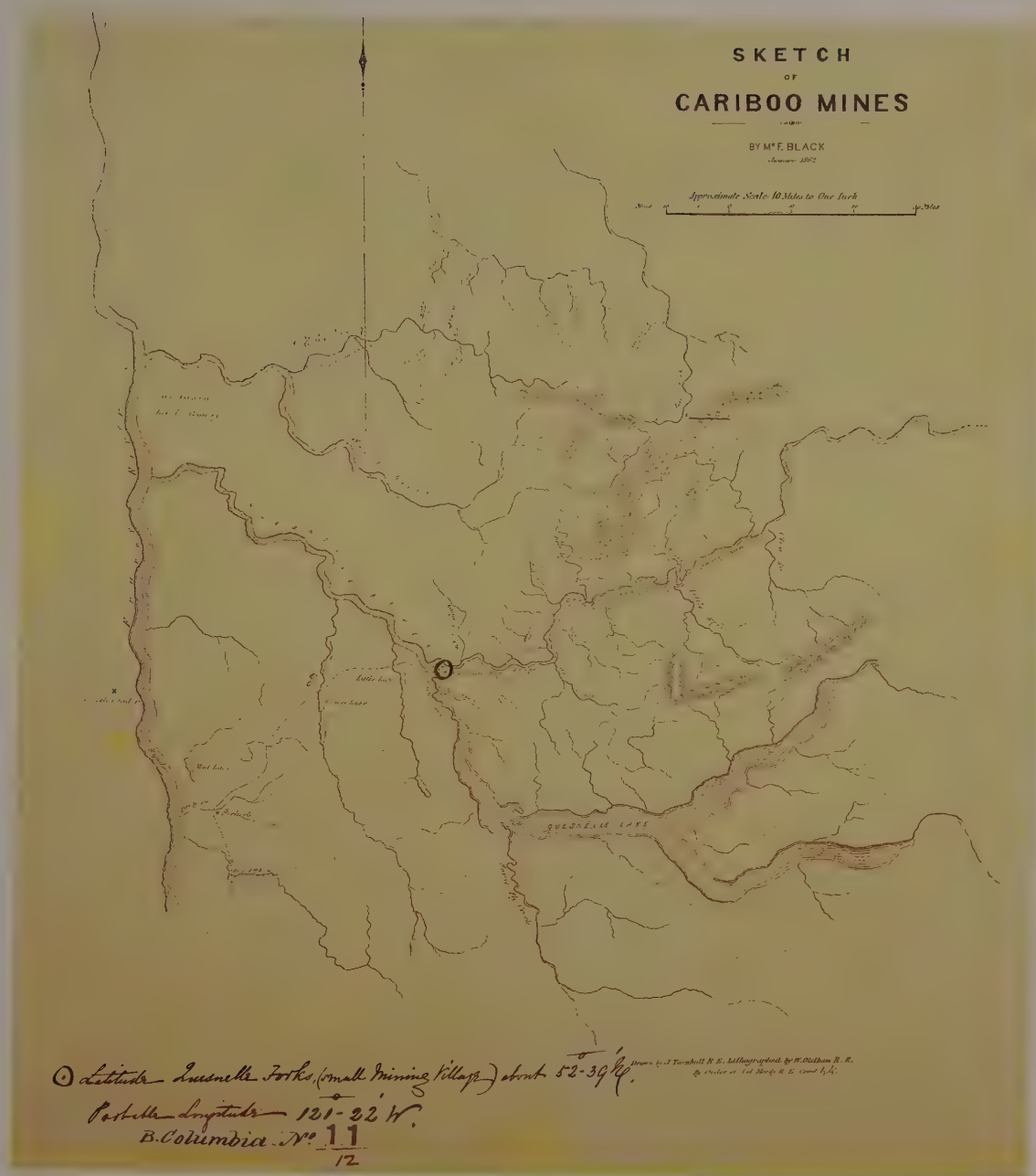
## British Columbia 1861

**Left:** Drawn to a scale of 10 miles to one inch, this is a map covering British Columbia, from New Westminster to Lillooet. Derived from a general map in preparation by the Royal Engineers, it was reduced and drawn by R. Armstrong of the Royal Engineers and prepared under the direction of Captain Parsons, also of the Royal Engineers, under the orders of Colonel R.C. Moody in August 1861. It was lithographed by W. Oldham. This is one of two versions of the map in the Public Record Office, this version includes a number of manuscript notes detailing the routes and the nature of the country portrayed. The map shows clearly the interrelationship between British Columbia and the United States at the southernmost part of the colony, with the border running eastwards along the 49th parallel. (PRO: CO700 British Columbia 11 [2])



## British Columbia 1862

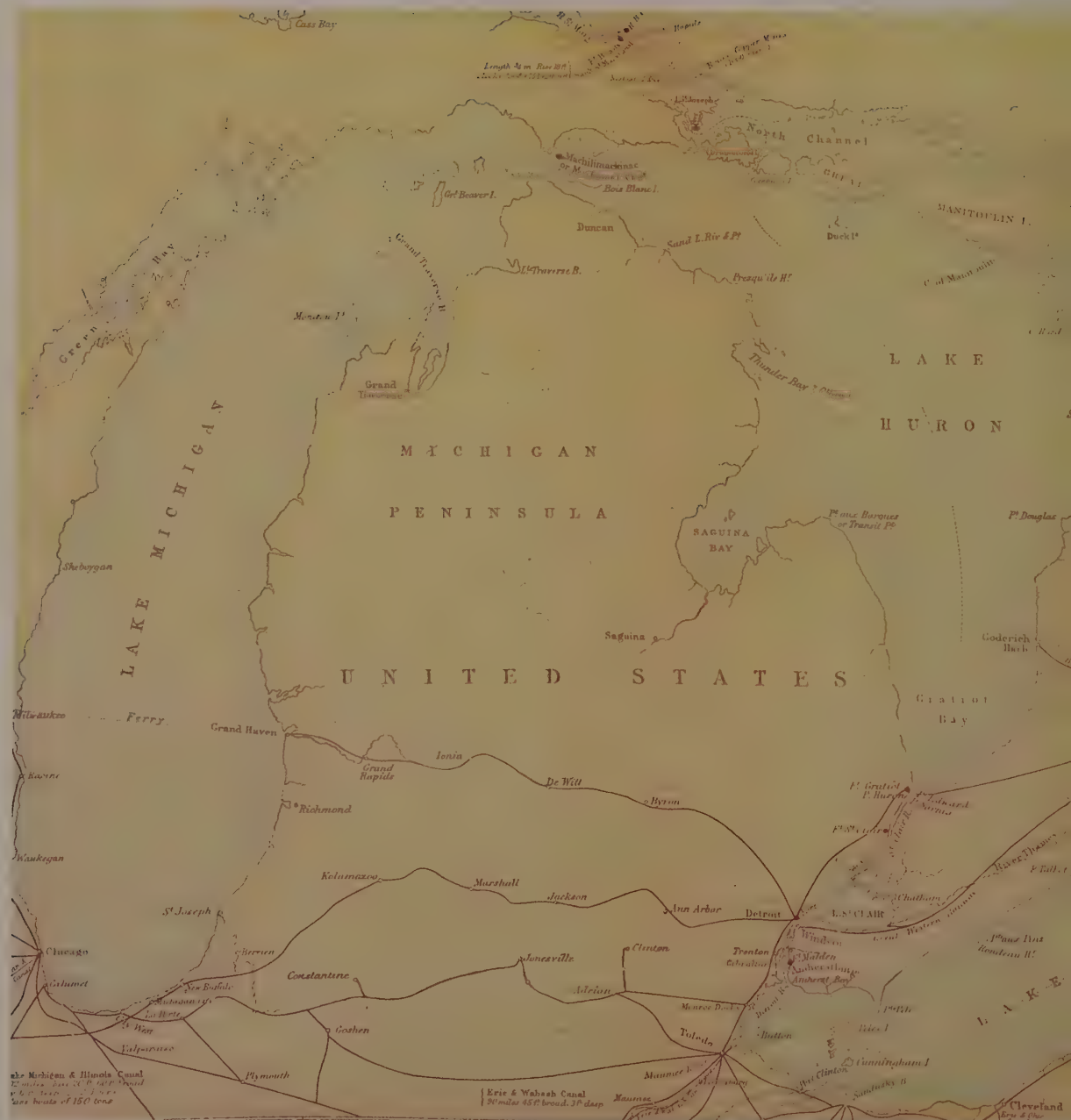
**Right:** Described as a 'Sketch of Cariboo Mines by Mr. F. Black January 1862. Drawn by J. Turnbull, RE. Lithographed by W. Oldham, RE. By Order of Col Moody RE', this map was drawn to a scale of 10 miles to one inch. Quesnel Lake is situated to the east of the Fraser River, which flows from the north towards the Pacific at Vancouver. One of the province's major highways now runs parallel to the Fraser River and the city of Prince George is situated at the confluence of the Fraser and Nechako rivers (at the extreme north of this map). The location of the Prince George was used as a temporary base by Alexander Mackenzie during his exploration of 1793 and Fort George was established by Simon Fraser in 1807; it was to merge with South Fort George in 1915 to become Prince George. The map records the period of the gold rush to the Cariboo Mines, which started in 1858. (PRO: CO700 British Columbia 11 [12])

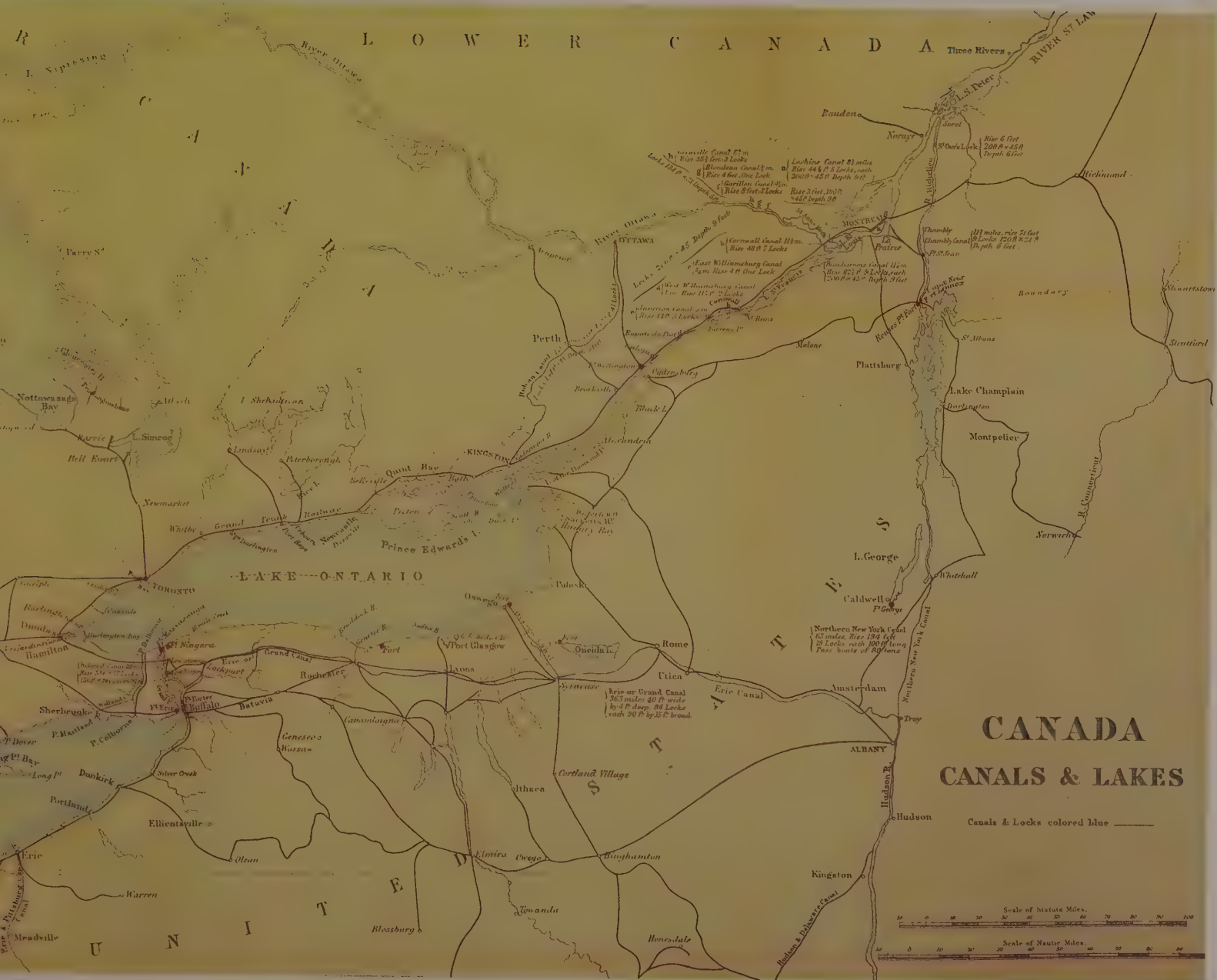




## Upper and Lower Canada 1862

**Right:** Drawn to a scale of 35 miles to one inch by E. J. Powell of the Hydrographic Office in early 1862, this map shows the network of canals, lakes, rivers and railways which then existed to provide transport links within Canada and the northern United States. The complexity of the network of links close to the St. Lawrence and the relative sparseness of facilities elsewhere indicates the great importance of the St. Lawrence to the development of Canada and the concentration of the population in the major centres along its course at this time. Transport links would be forged across the continent, but this would only occur later in the century. (PRO: MR1823 [6])





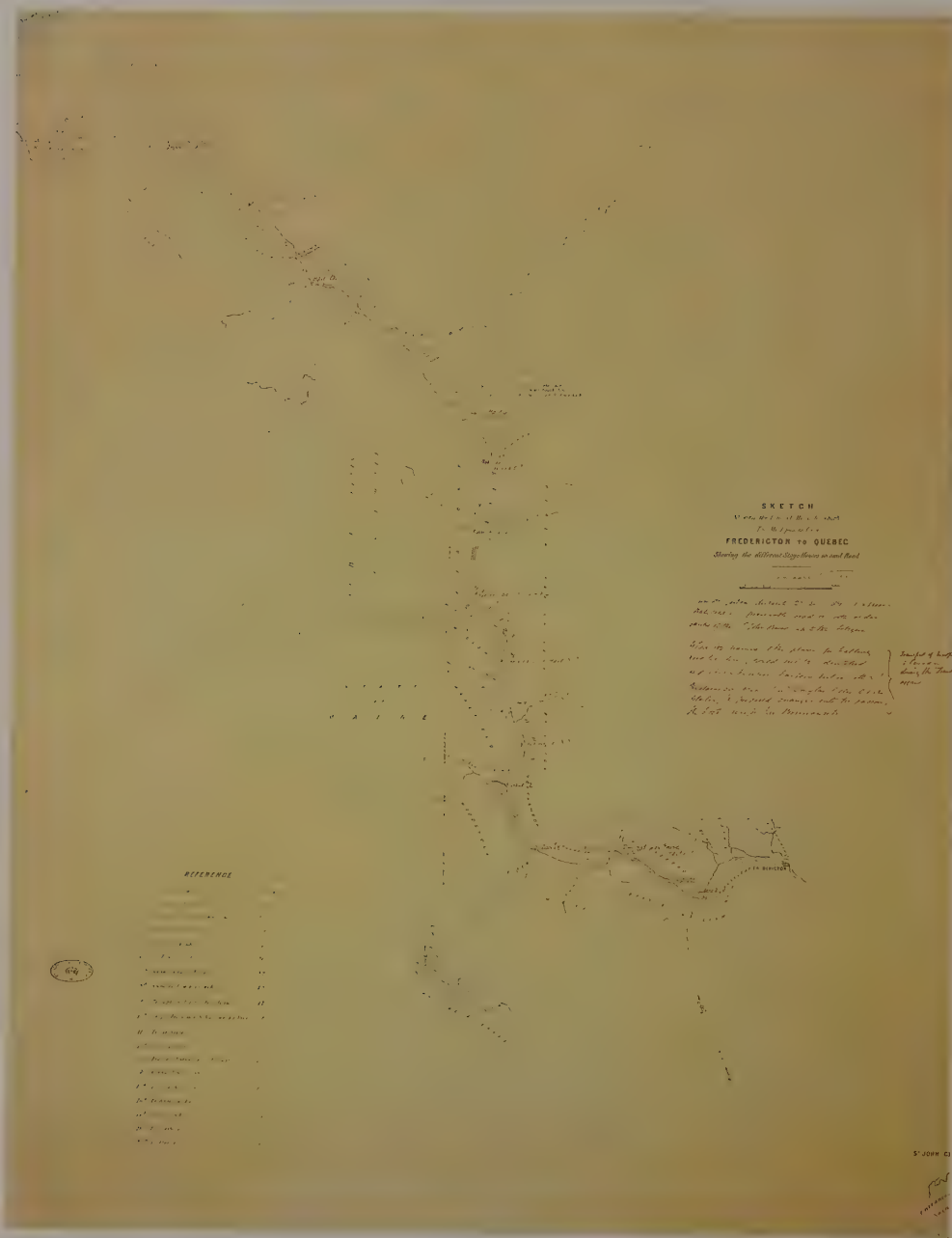
## New Brunswick and Quebec 1862

**Left:** This is a sketch map, drawn to a scale of six miles to one inch, showing the route by which the mail passed from Fredericton to Quebec. The map also indicates the stage houses along the route; in an era when the horse reigned supreme, the location of stage houses, where horses could be changed and fed, was important. The map was lithographed and printed by the Topographical Office of the War Office. Note, again emphasising the importance of waterways as a means of transport, that the route follows the St. John River as far as Little Falls. The map has been annotated to show the places for halting and lunching during the transport of troops to Canada during the *Trent* incident. The incident arose during the first part of the American Civil War when a US Navy vessel, under the command of Captain Wilkes, seized a British-flagged mail steamer, the *Trent*, as it sailed from Cuba back to Britain, in order to capture two politicians from the rebellious southern states. Although, the situation was resolved peacefully, the fact that Britain was prepared to send additional troops to Canada in response shows how close war came. Had Britain been forced into war with the Union in 1862, the result of the Civil War might have been very different. (PRO: MPH145)

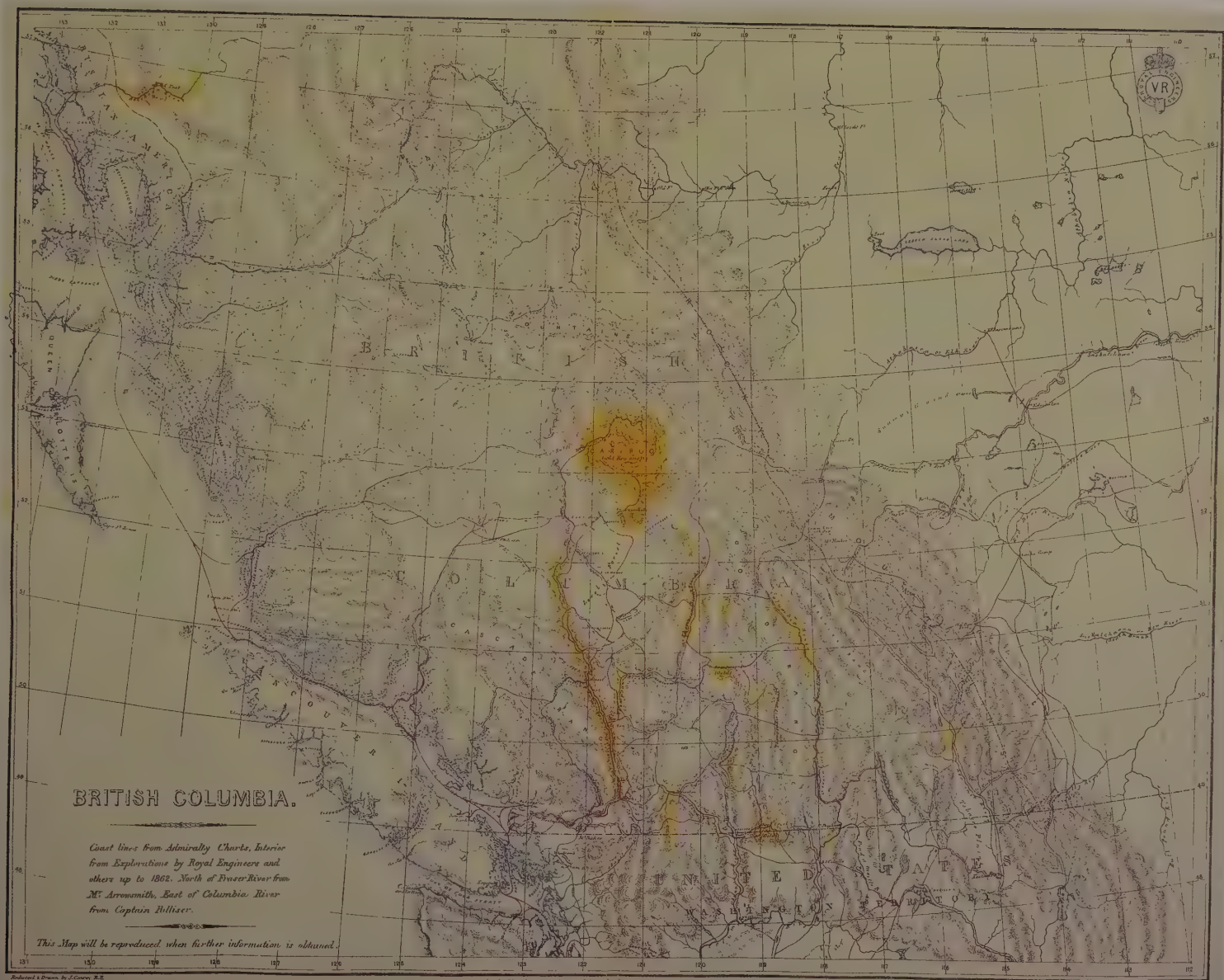
## British Columbia 1862

**Right:** This map shows the coastline of British Columbia drawn from the Admiralty charts with information on the interior of the province derived from the Royal Engineers — north of the Fraser River by J. Arrowsmith and east of the Columbia River by Captain Palliser. It was prepared under the direction of Captain Parson, RE, and lithographed by W. Oldham, RE. Produced to a scale of 50 miles to an inch, the areas highlighted in yellow — in particular Cariboo — are those which saw the gold rush of 1858 onward. The initial gold hunters followed the existing Cariboo Trail along the Fraser River. In 1862 the then governor of the province, Sir James Douglas, had a 400-mile long road constructed into the interior — the Cariboo Highway. Construction took several years. It was not until 1865 that the road reached the Barkerville goldfield, by which stage much of the rush had been dissipated.

(PRO: CO700 British Columbia 11 [10])







*B. Columbia No 11*



## Canada 1865

**Left and Right (detail):** Published by Stanford shortly before the passing of the British North America Act of 1867, which created the basis of the modern Canada, these two maps illustrate the future Dominion of Canada comprising Ontario, Quebec, New Brunswick and Nova Scotia. Also shown is Prince Edward Island and the adjacent parts of the United States. The map also portrays the free grants and blocks of land offered for sale by the Canadian Government, which are coloured yellow, and the new lines of road through them. This was a means by which the authorities encouraged migration westwards and the opening up of the rich agricultural lands in the country's interior. (PRO: FO925/1269)









## British Columbia 1869

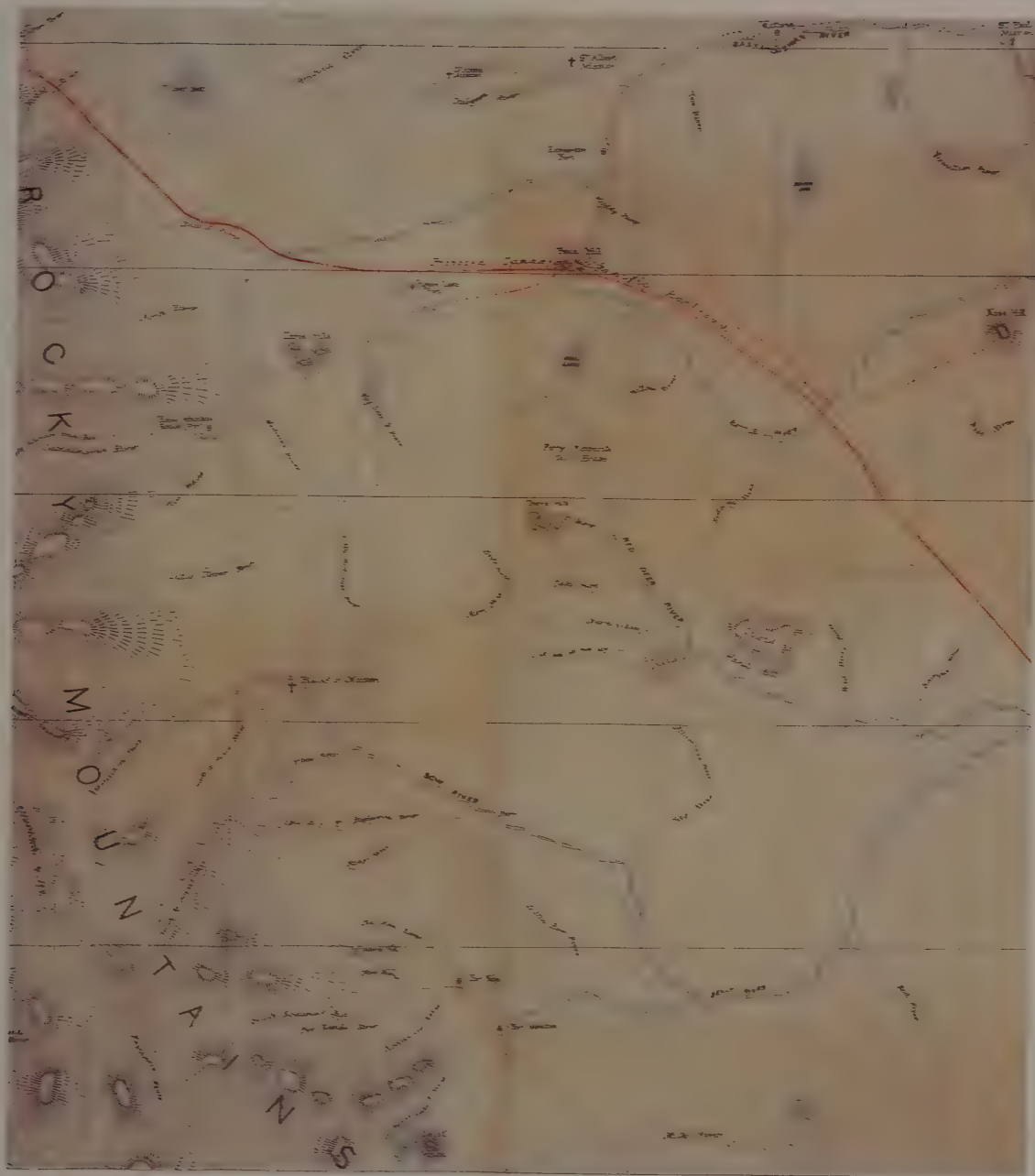
Above: This map illustrates the international boundary between the United States and the British Empire, as established by the Oregon Treaty, and surveyed and marked under the direction of the Joint

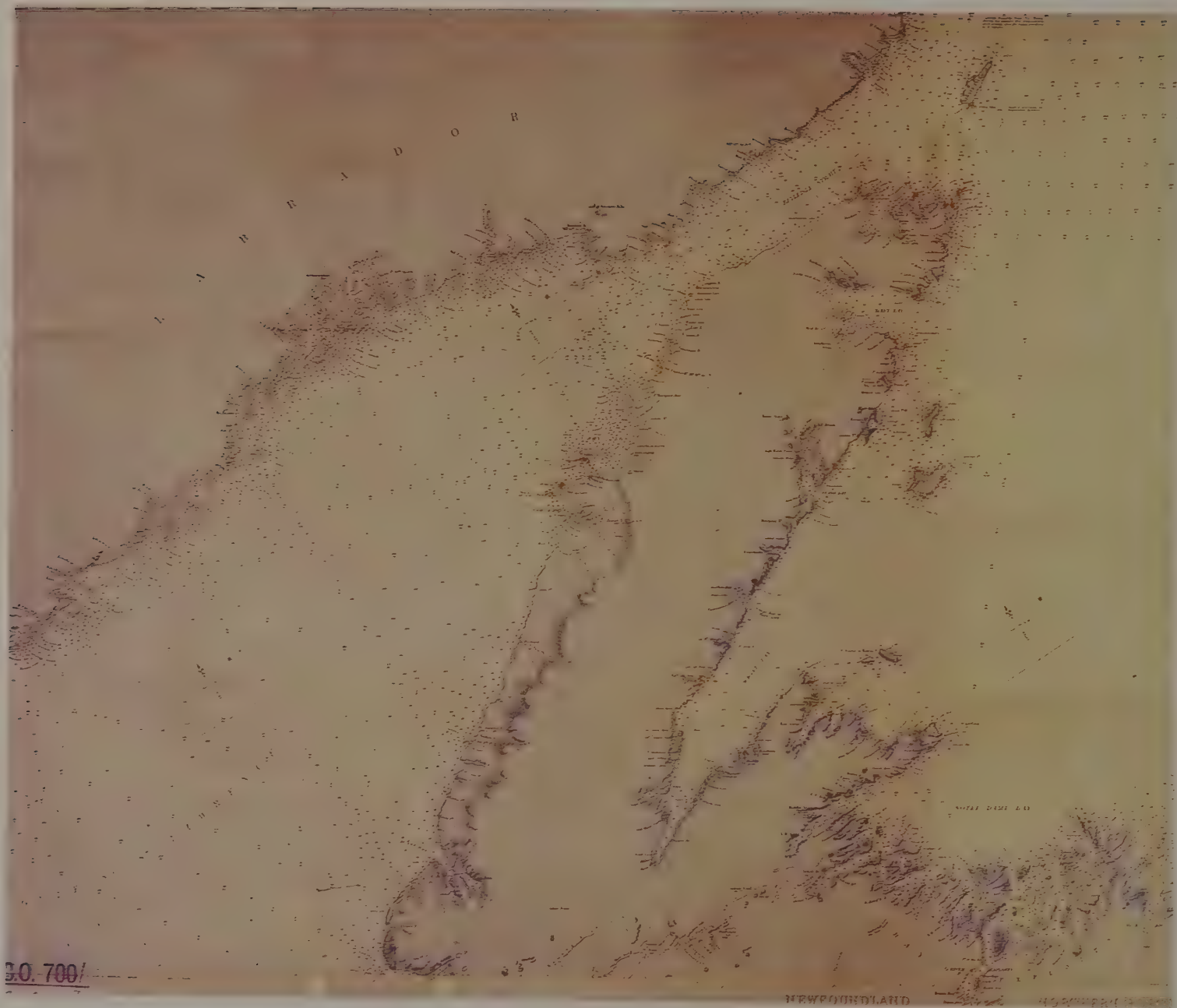
Commissioners and Surveyors, and effect the new limits of the British Columbia.

## Alberta c.1870

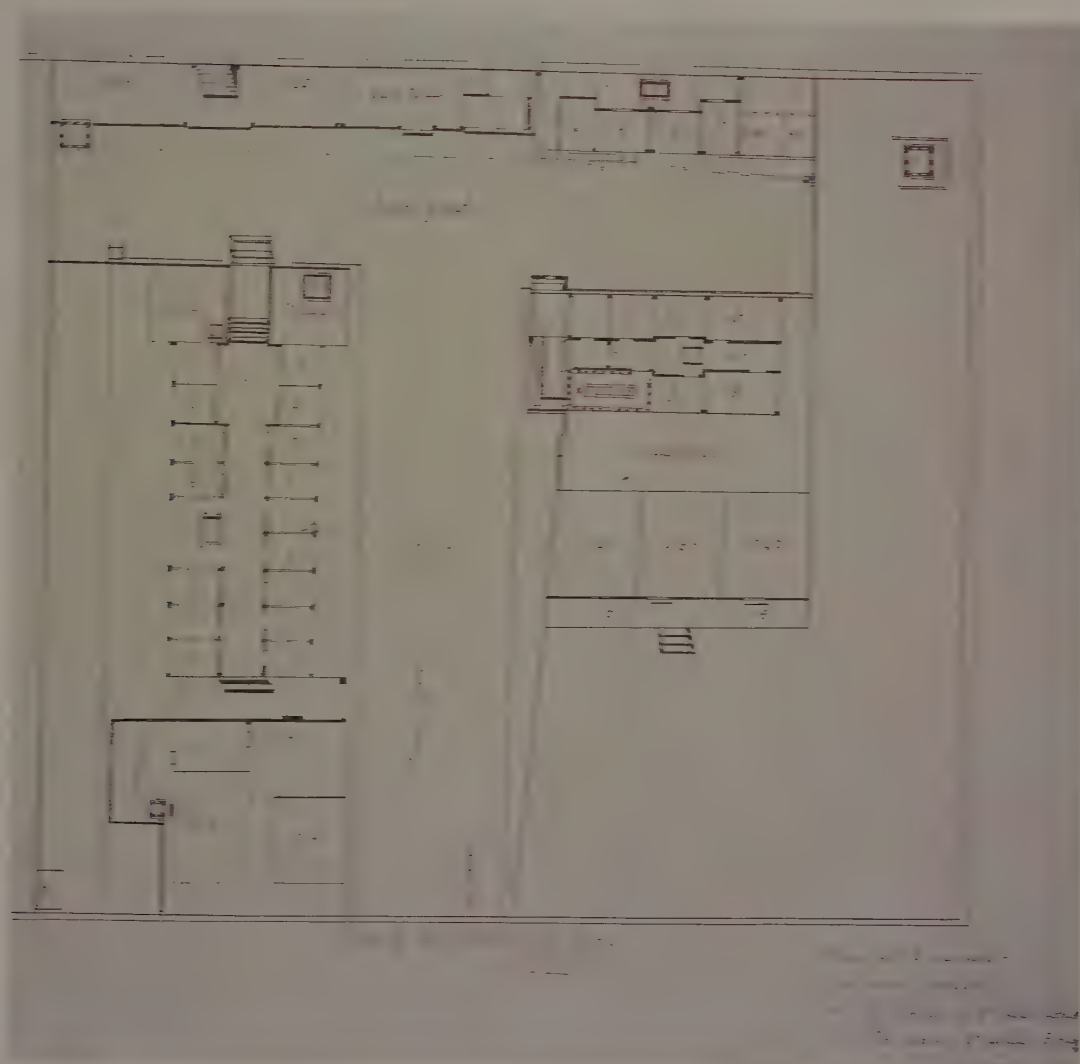
**Right:** This map portrays the area of the future Province of Alberta, then occupied by the Blackfeet or Choktanis Indians. The map also shows forts, missions, trails, passes and the Rocky Mountains and, perhaps most importantly, the route of the proposed Canadian Pacific Railway. This particular map was used as part of the documentation for the Northwest Boundary Commission of 1872-73.

(From *Map 13*)







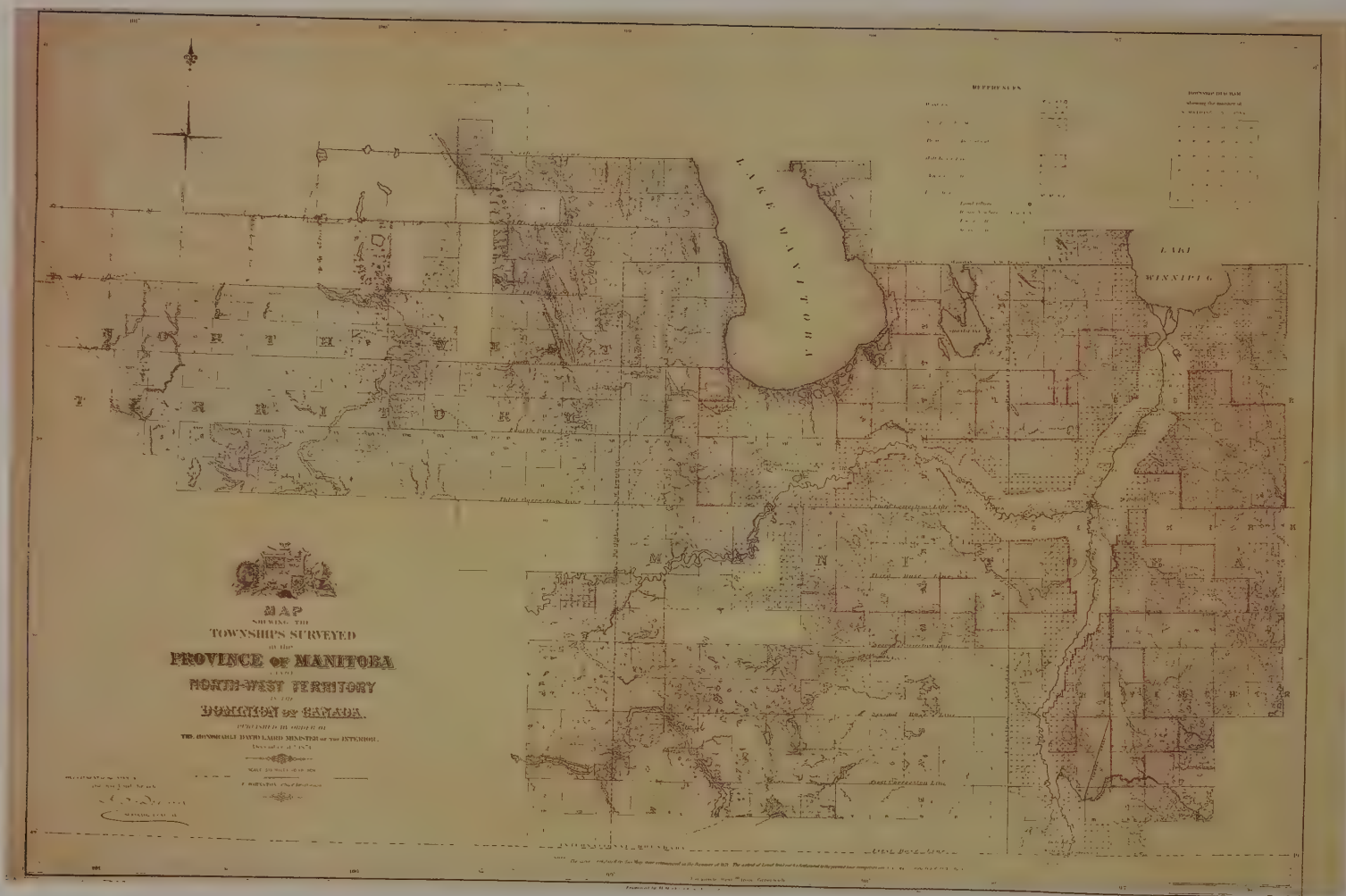


## Newfoundland 1870

**Far Left:** This map is from the London Atlas Series produced by Edward Stanford, 28 & 27 Newgate Street, (Thames Street in London) and was one of a number of atlases sent as correspondence to the Commander-in-Chief North America and West Indies. Drawn originally to a scale of 25 miles to one inch, the map includes a reference table to British, French and unoccupied fishing grounds. (PAC 1892241 p1)

## New Westminster 1871

**Left:** Dated January 1871 and drawn to a scale of eight feet to one inch, this portrays the new city of New Westminster, British Columbia. (PAC 1892241 p1)



## Manitoba 1874

**Above:** This map shows the townships surveyed in the Province of Manitoba and North-West Territory. It was published by order of David Laird, Minister of the Interior and dated 31 December 1874. It was compiled by the Chief Draughtsman, J. Johnston and engraved by H. H. Lloyd & Co of New York. Drawn to a scale of six miles to one inch, the map's key describes the state of individual parcels of land. The map portrays the southern part of the province

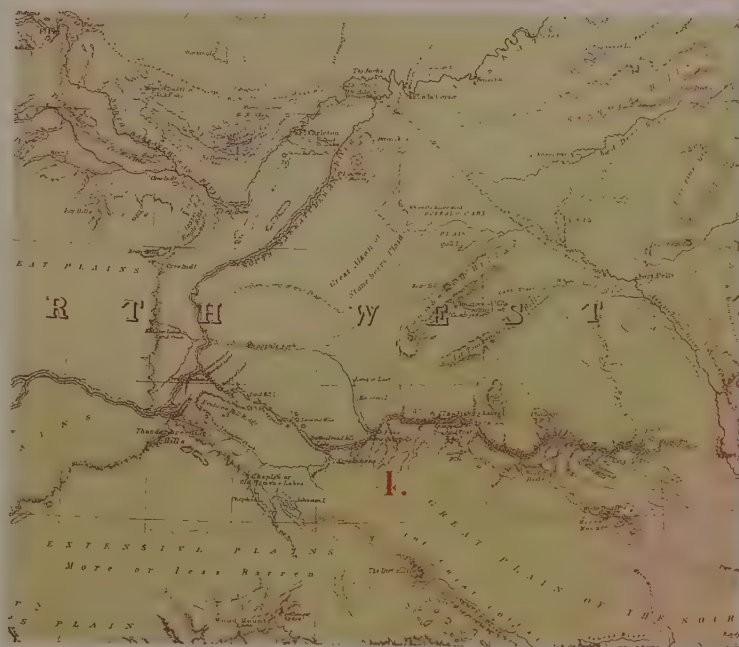
— largely the area taken in to development as a result of Lord Selkirk's initiative in 1811.  
(PRO: CO700 Manitoba 1)



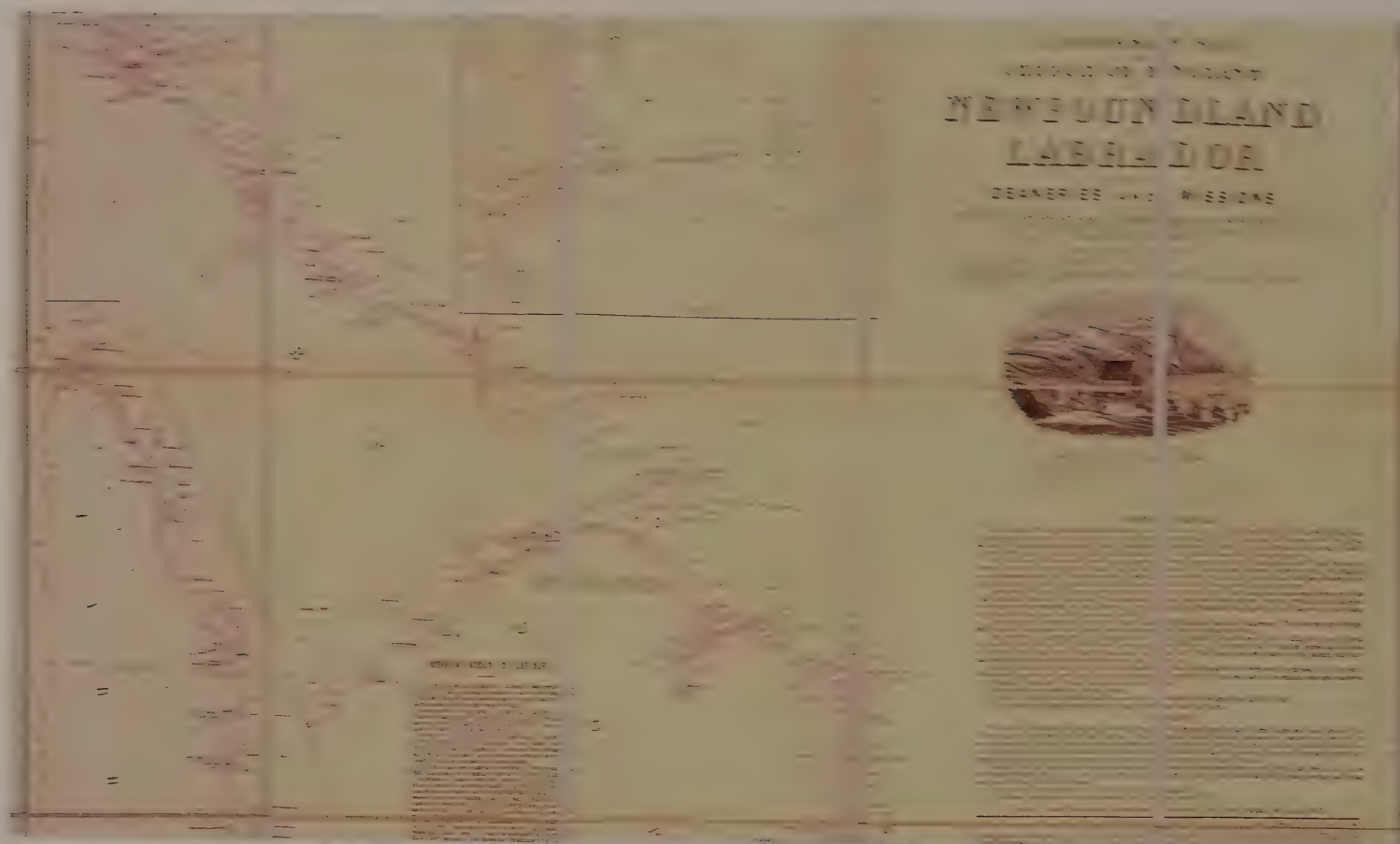
## Manitoba and the North-West Territory 1875

**Above and Right (detail):** This is a map of part of the North-West Territory, and the Province of Manitoba, exhibiting the several tracts of land ceded by the first four of the numbered Treaties. The map accompanied the report of the Minister of the Interior dated 20 January 1875 and was drawn to a scale of 36 miles to one inch by J. Johnston, Chief Draughtsman. Information given includes Mounted Police stations and Indian reserves with population. The hand-written notes at the bottom of the map indicate the dates of the individual treaties and with which tribes each treaty was signed.

(PRO: FO925/1801)







## Newfoundland 1877

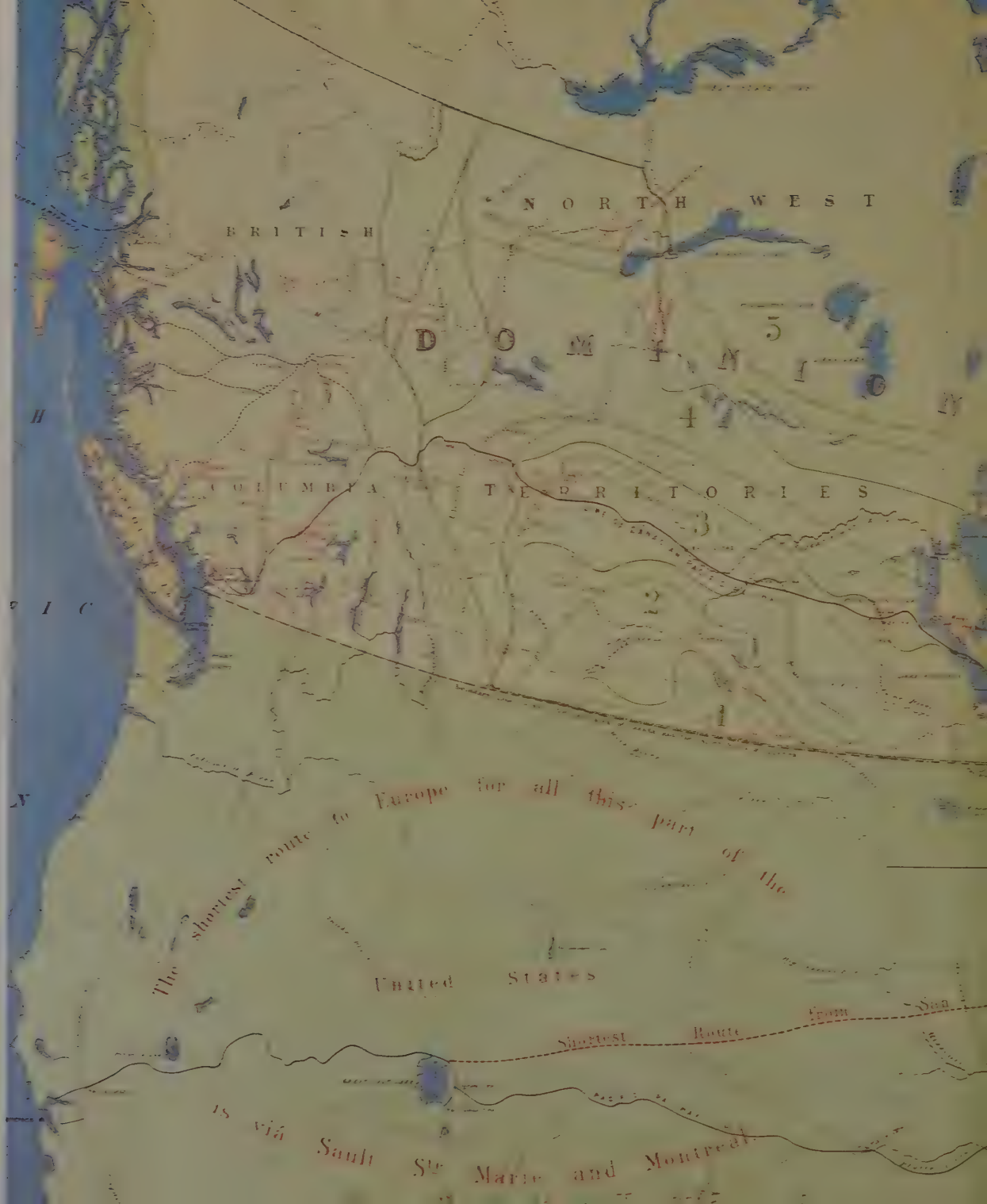
**Above and Right:** A historical map of Newfoundland and Labrador, showing the island's coastline, major towns, and a grid of latitude and longitude lines. The map is titled "NEWFOUNDLAND LABEL DOG" and includes a small circular inset showing a building, likely the Cathedral in St. John's. Below the map, there is a block of text and a small illustration of a dog, the "Label Dog".

the map's title shows the approaches to the harbour of St. John's with the Anglican cathedral prominent. The Cathedral in St. John's — dedicated to St. John the Baptist — was designed by the famous British architect Sir George Gilbert Scott, whose work also included the Foreign Office in London and the Albert Memorial. He was, in many ways, one of the greatest of the Victorian Gothic Revival architects. Its foundation stone was laid in 1869 and today it remains as one of the finest Gothic Revival structures in North America. (PH: Newfoundland & Labrador 12)



## Canada 1878

**Right:** This is a map of part of the Dominion of Canada showing the location of some of the principal products along with the railways and waterways. It was drawn, to a scale of about 72 miles to one inch, by Joseph Smith and lithographed and printed by W. & A. K. Johnston of Edinburgh and London. Other information given includes a table of mineral, vegetable and animal products and a table detailing the value of fish caught in 1876. (PRO: CO<sup>00</sup> Canada 134)





HUDSON STRAIT

OF PART OF THE

# DOMINION OF CANADA

showing location of some of the  
PRINCIPAL PRODUCTS

ALSO

RAILWAYS & WATER ROUTES

Drawn by J. H. B. SMITH, C.E.

1878.



HUDSON BAY

O F C A N A D A

JAMES BAY

GULF OF

NEWFOUNDLAND

ST LAWRENCE

CAPE BRETON ISLAND

BRUNSWICK

NEW

PRINCE EDWARD ISLAND

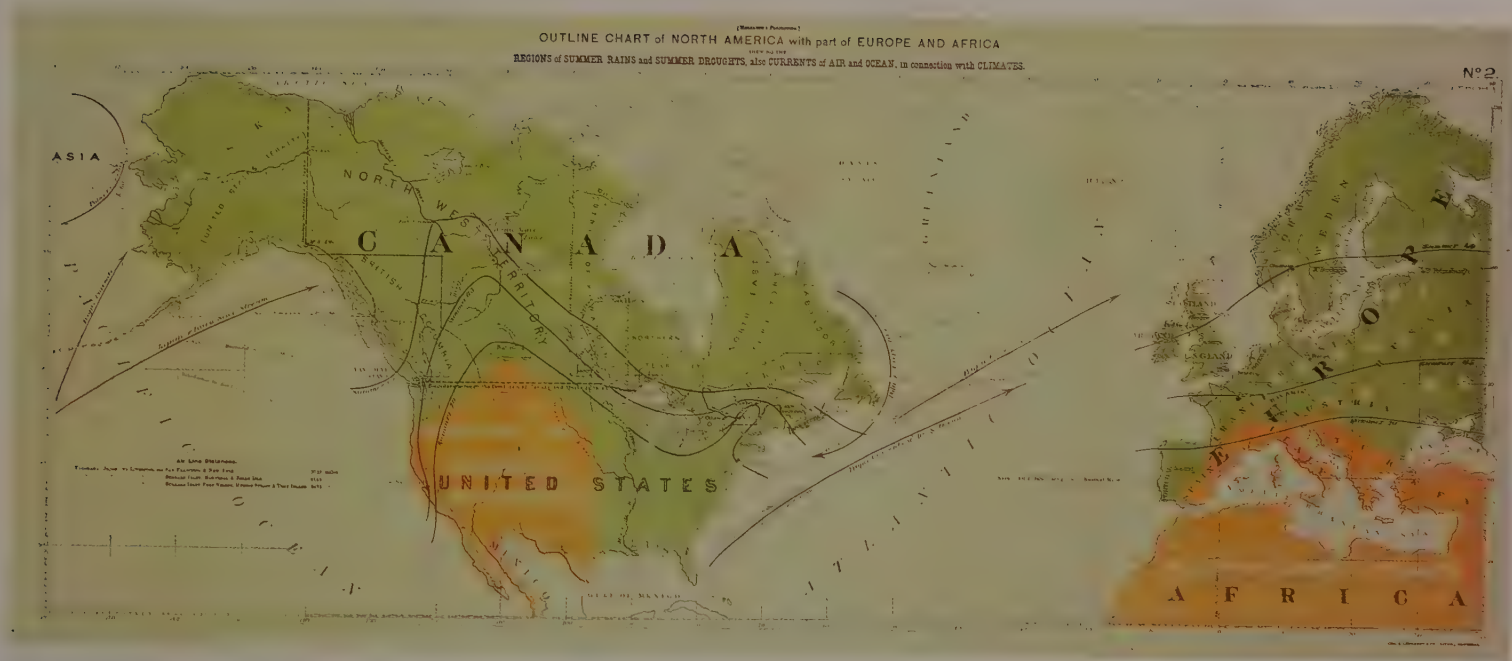
N O R T H

A T L A N T I C

O C E A N

NOTE





## Canada 1880

**Left, Above and Pages 130, 131:** This series of four maps was produced by J. Beaufort Hurlbert as part of a series covering the physical attributes of North America. The maps selected from Hurlbert's work illustrate:

**Left:** Map (1) the provinces and territories of Canada. This map post-dates the acquisition of the territory held by the Hudson's Bay Company, (described simply as North West Territories) but predates the expansion of Manitoba and the creation of the other prairie provinces.

**Above:** Map (2) illustrates the rainfall pattern both for North America as well as for Europe and North Africa.

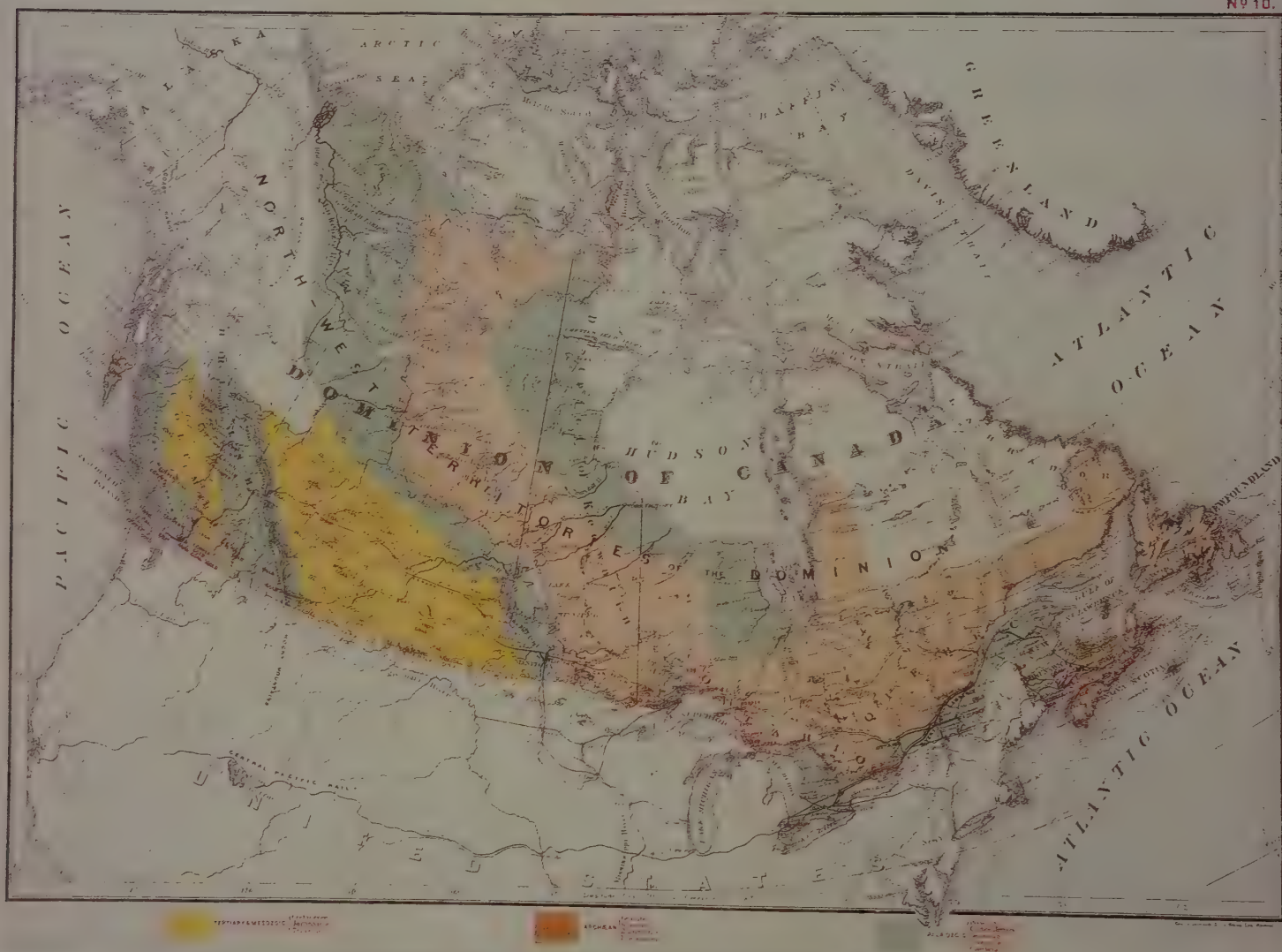
**Page 130:** Map (3) portrays the parts of Canada occupied by forest, prairie and desert.

**Page 131:** Map (4) shows the geological formation of the country.  
(PRO: CO700 Canada 138)

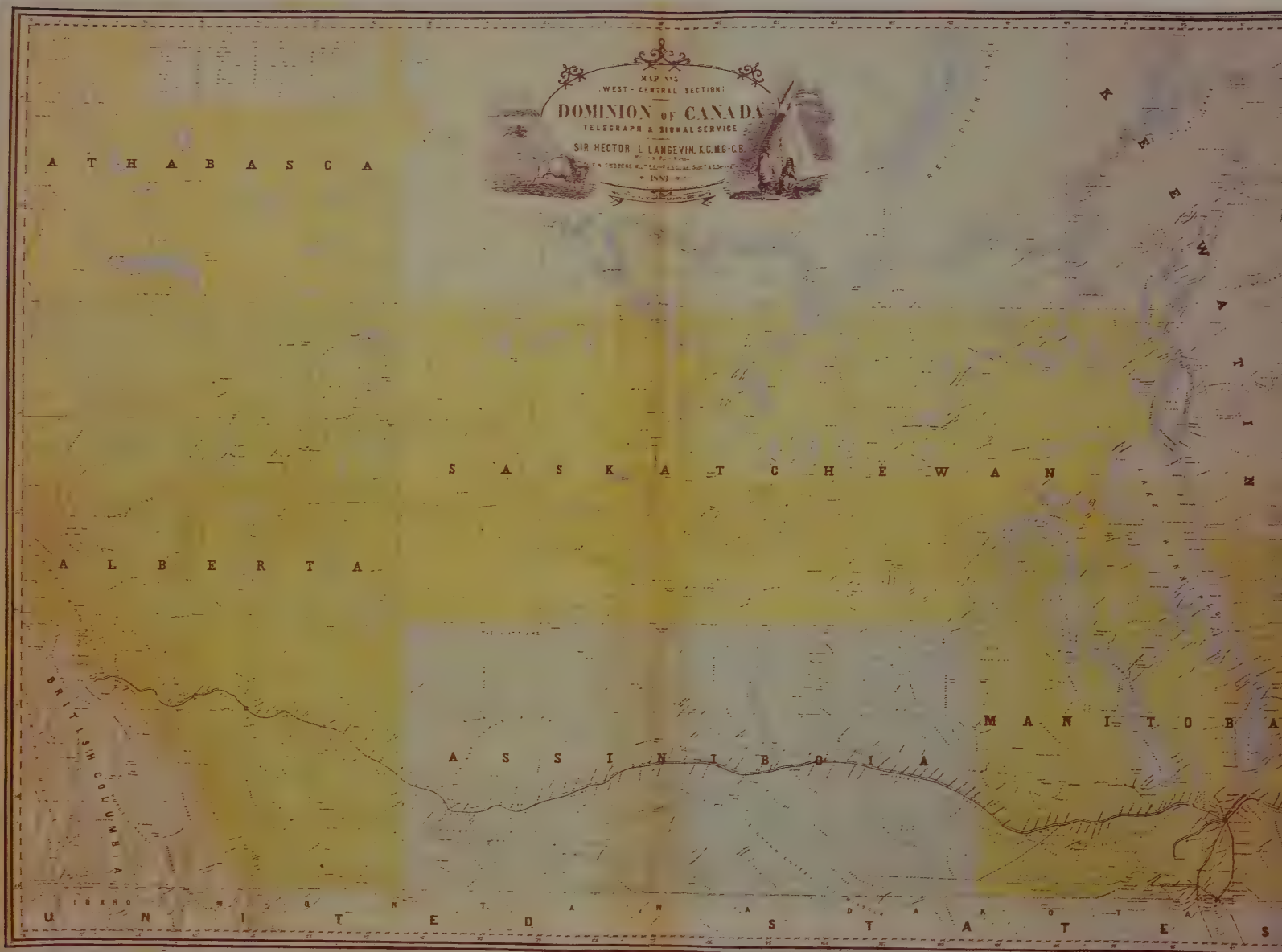


# GEOLOGICAL MAP.

№ 10.









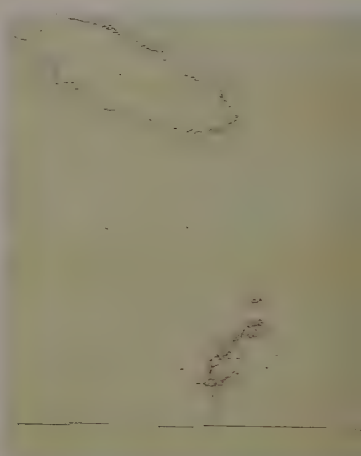
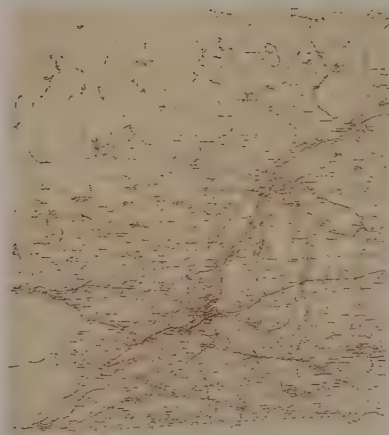
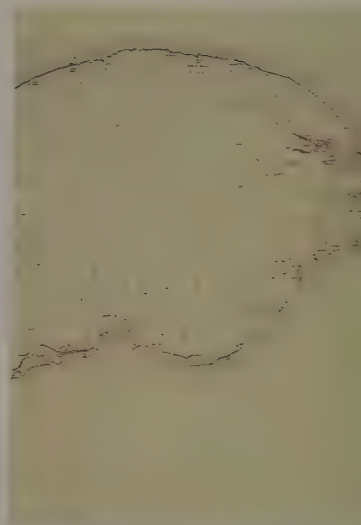
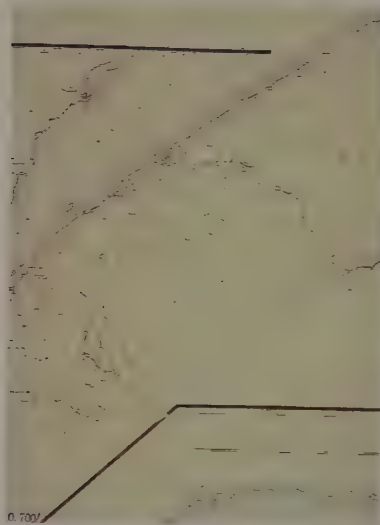
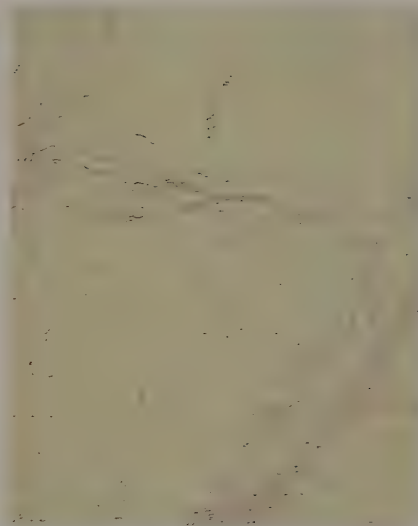
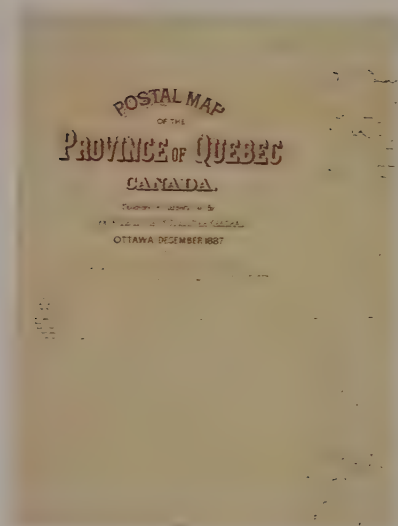


## Manitoba, Alberta and Saskatchewan 1883

**Far Left:** Produced on behalf of the Dominion of Canada Telegraph & Signal Service and drawn by Gust. Smith, this map shows the provinces of Alberta, Saskatchewan and the western part of Manitoba. It antedates by two years the Northwest Rebellion of 1885. (PRO: CO700 North West Territories 4)

## Halifax 1882

**Left:** Halifax, the capital of Nova Scotia, was established in 1749 when Edward Cornwallis built a garrison here. The British established this strongpoint as a countermeasure to Louisbourg. The importance of Halifax was increased by its use as a base for the Royal Navy, becoming one of the four pivotal points for Britain's naval strategy in the Atlantic, along with Bermuda, Gibraltar and the bases in Britain. This map shows the Royal Navy base at Halifax along with the proposed new landing stages. (PRO: MPI287 [1])

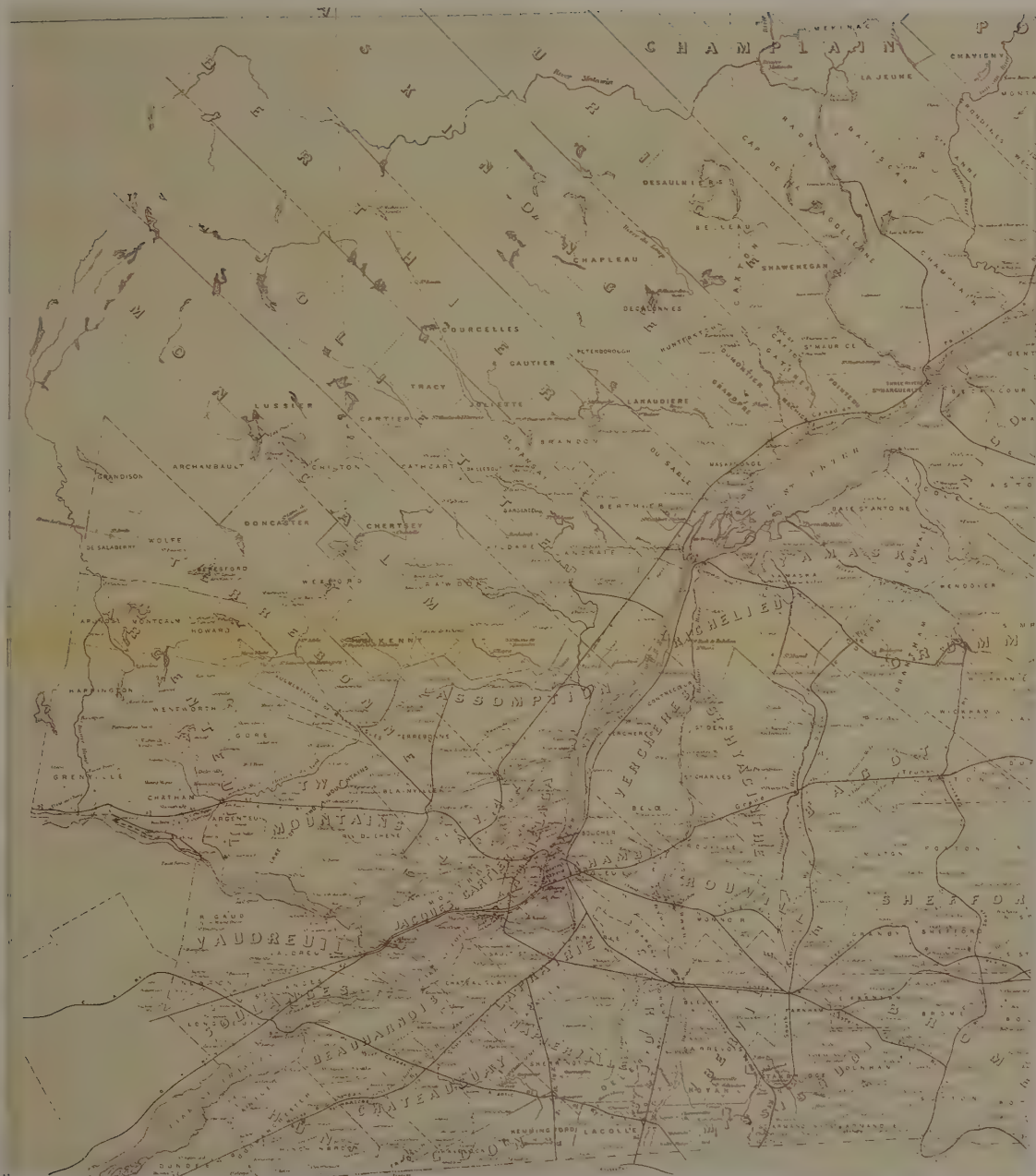


## Quebec 1887

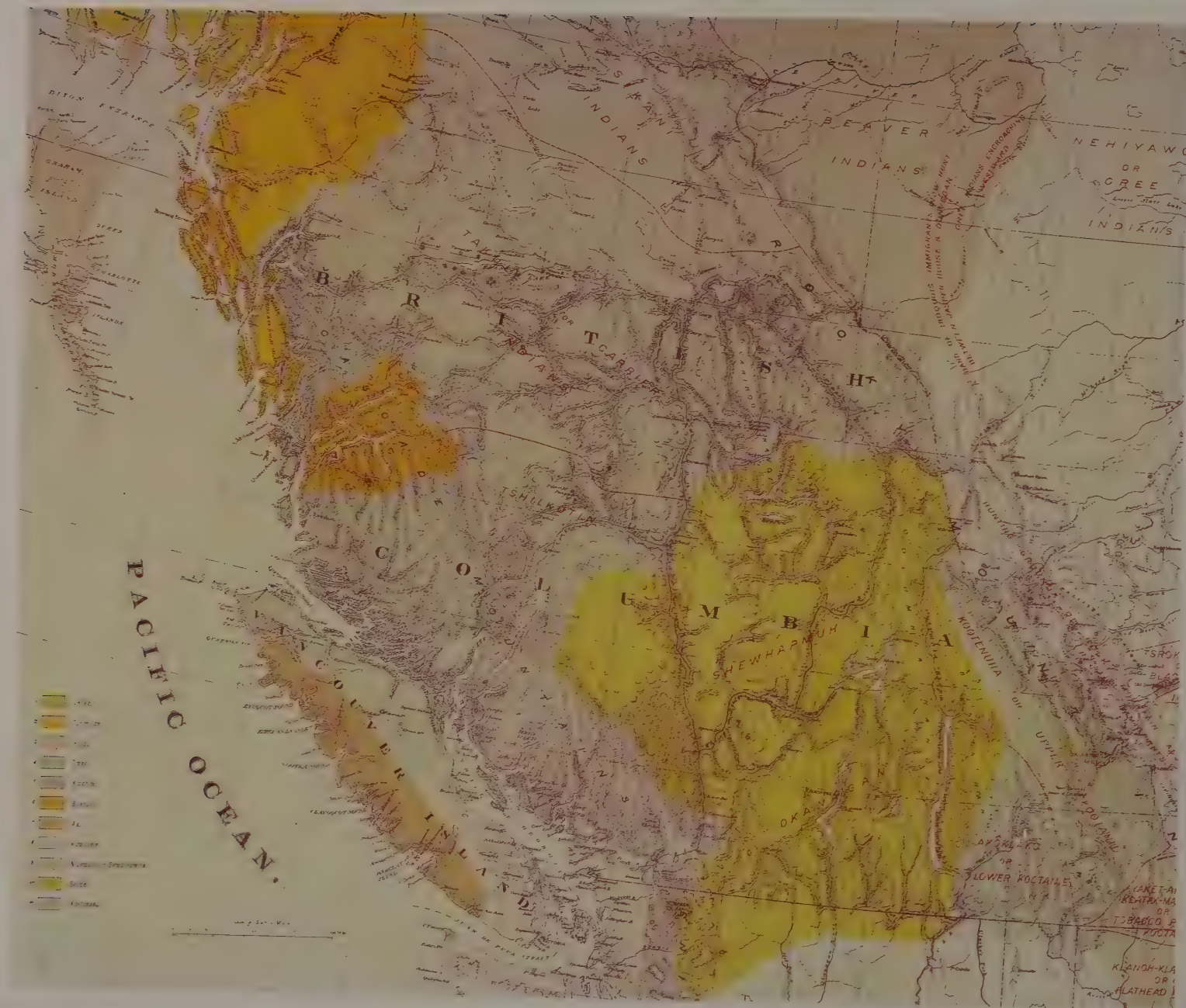
### Left and Right (detail):

The eight maps shown here are described as a 'Postal Map of the Province of Quebec, Canada. Published by Authority of the Honourable the Postmaster General, Ottawa, December 1887'. The maps show township and county boundaries, along with mail routes and distances. Produced by the Burland Lithographic Company of Montreal, the main maps are drawn to a scale of six miles to one inch. The inset map, covering the Gulf of St. Lawrence and surrounding country, is drawn to a scale of 10 miles to one inch. The first British post offices had been established in Canada in 1763 and the postal administration was to remain in the hands of the British General Post Office until 6 April 1851. A number of future provinces — British Columbia, New Brunswick, Newfoundland, Nova Scotia and Prince Edward Island — also issued stamps under their own name for a period.

(PRO: CO700 Canada 146)







## British Columbia 1883

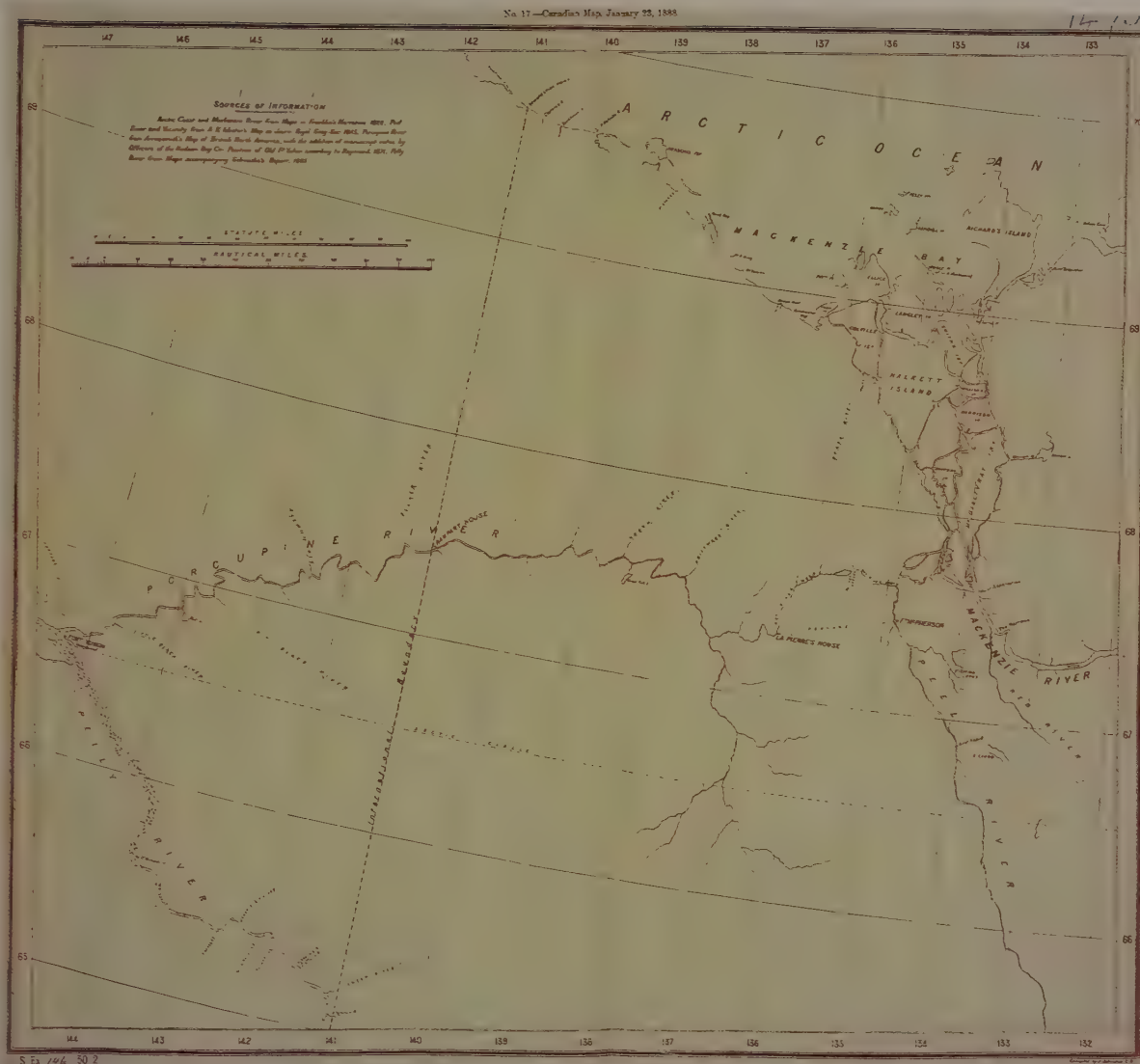
**Left:** This map shows the distribution of native tribes in British Columbia in the latter days of the 19th century. Drafted by W. F. Tolmie and G. M. Dawson as part of the Geological and Natural History Survey of Canada undertaken under the direction of Alfred R. C. Selwyn and lithographed by the Burland Lithographic Company of Montreal. The map is drawn to a scale of 27.5 miles to one inch and includes a key indicating the individual tribes.

(PRO: CO700 British Columbia 16)

## Porcupine River 1883

**Right:** Prepared by J. Johnston, Chief Draughtsman of the Canadian Ministry of the Interior, this map shows the Porcupine River above Fort Yukon and the Mackenzie River estuary. Dated 23 January 1888, the map was drawn to a scale of 20 miles to one inch. To the top left of the map the draughtsman has identified the various sources he has used in putting the map together. By this date, sovereignty of Alaska had been transferred from Russia to the United States. Fort Yukon is within Alaska, the international border running due north as indicated. This map covers the extreme northwest of the Northwest Territories. Although not yet identified, the border between the Northwest Territories and the Yukon Territory would eventually be located to the west of the Mackenzie River.

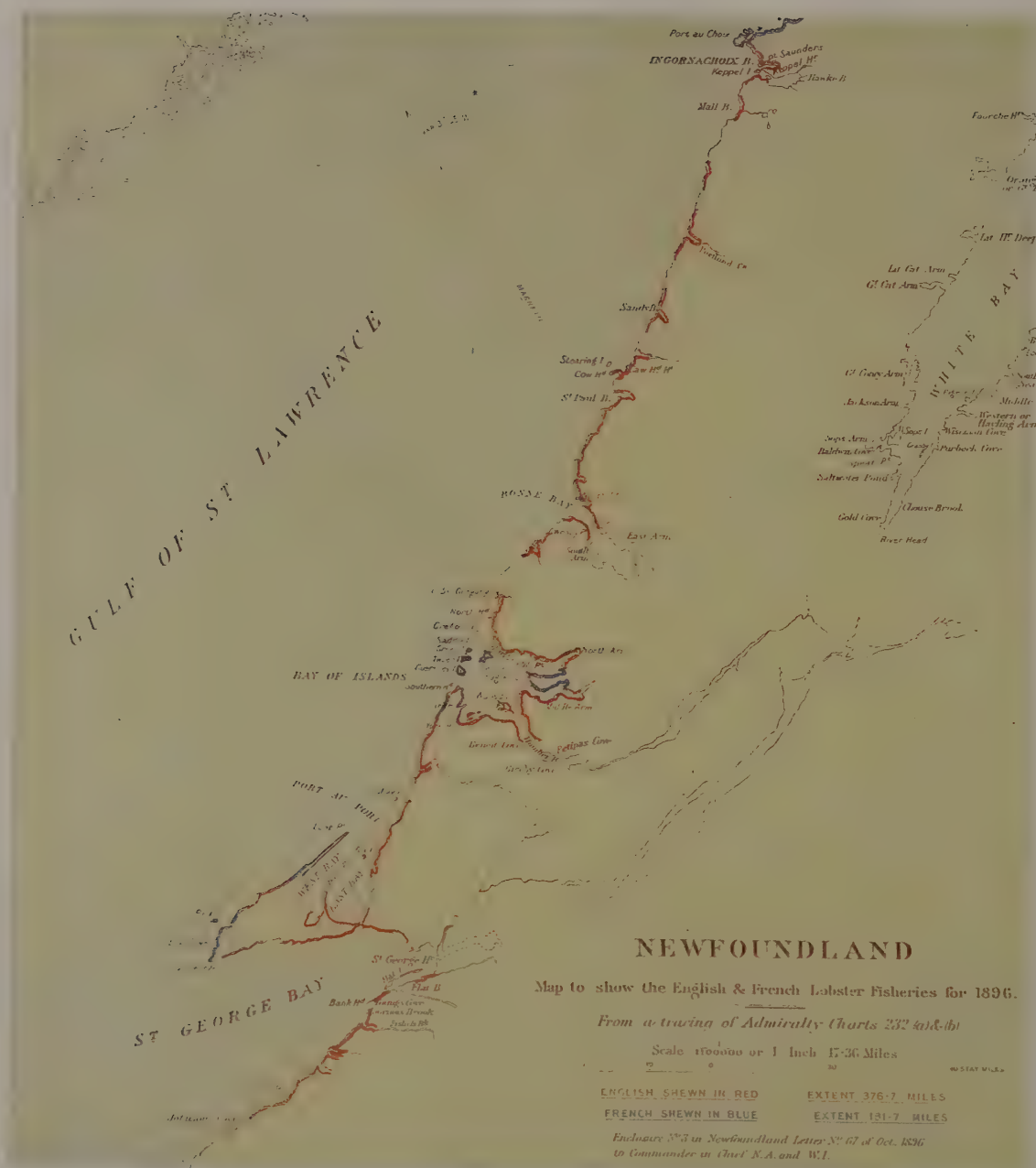
(PRO: FO925 1473)



## Newfoundland 1896

**Left and Right:** Illustrating the lobster fisheries for 1896, this map indicates those areas harvested by the British and French. The map was traced originally from two Admiralty charts before being lithographed at the Intelligence Division of the War Office in January 1897. The original was signed by M. A. Burke and was enclosed by him in a despatch sent to the Commander in Chief, North America and West Indies, in October 1896.

(PRO: MPI291 [4])

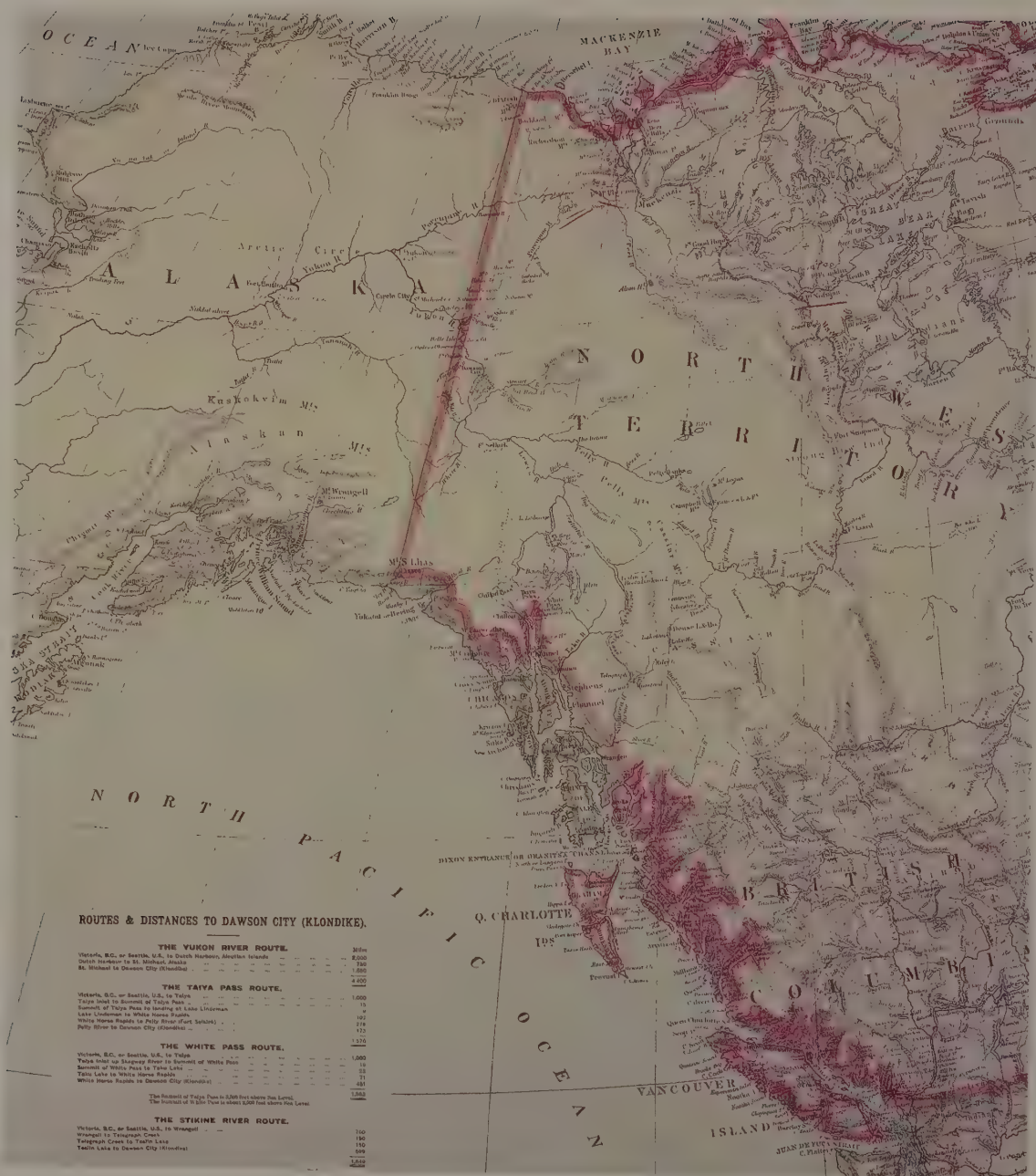






# North-West Territories and British Columbia 1897

**Right:** Published by Stanford's of London, this map shows the Yukon goldfields to a scale of 85 miles to one inch. There is a table giving distances to Dawson City. Prospectors first rushed to the region in the early 1880s as the deposits in British Columbia were gradually exhausted. (PRO: CO700 Northwest Territories and Yukon 6)





## *Edmonton to the Yukon River 1898*

**Above:** This map is described as showing the route from Edmonton to the Yukon River as followed by a party of the North-West Mounted Police under the command of Inspector J. P. Moodie. The party departed from Edmonton on 4 September 1897 and arrived at Fort Selkirk on 20 October 1898. It was compiled from other maps and notes made along the route by F. D. Lafferty and H. S. Tobin. The scale of the map is about 25 miles to one inch. (PRO: FO925/1366)



# PLAN OF THE CITY OF VANCOUVER

WESTERN TERMINUS OF THE  
CANADIAN PACIFIC RAILWAY

Published by  
**RAND BROTHERS,**  
Real Estate Brokers,  
Head Office VANCOUVER, B.C.,  
Branches, New Westminster, B.C.,  
& 107, Cannon Street,  
LONDON, ENGLAND.

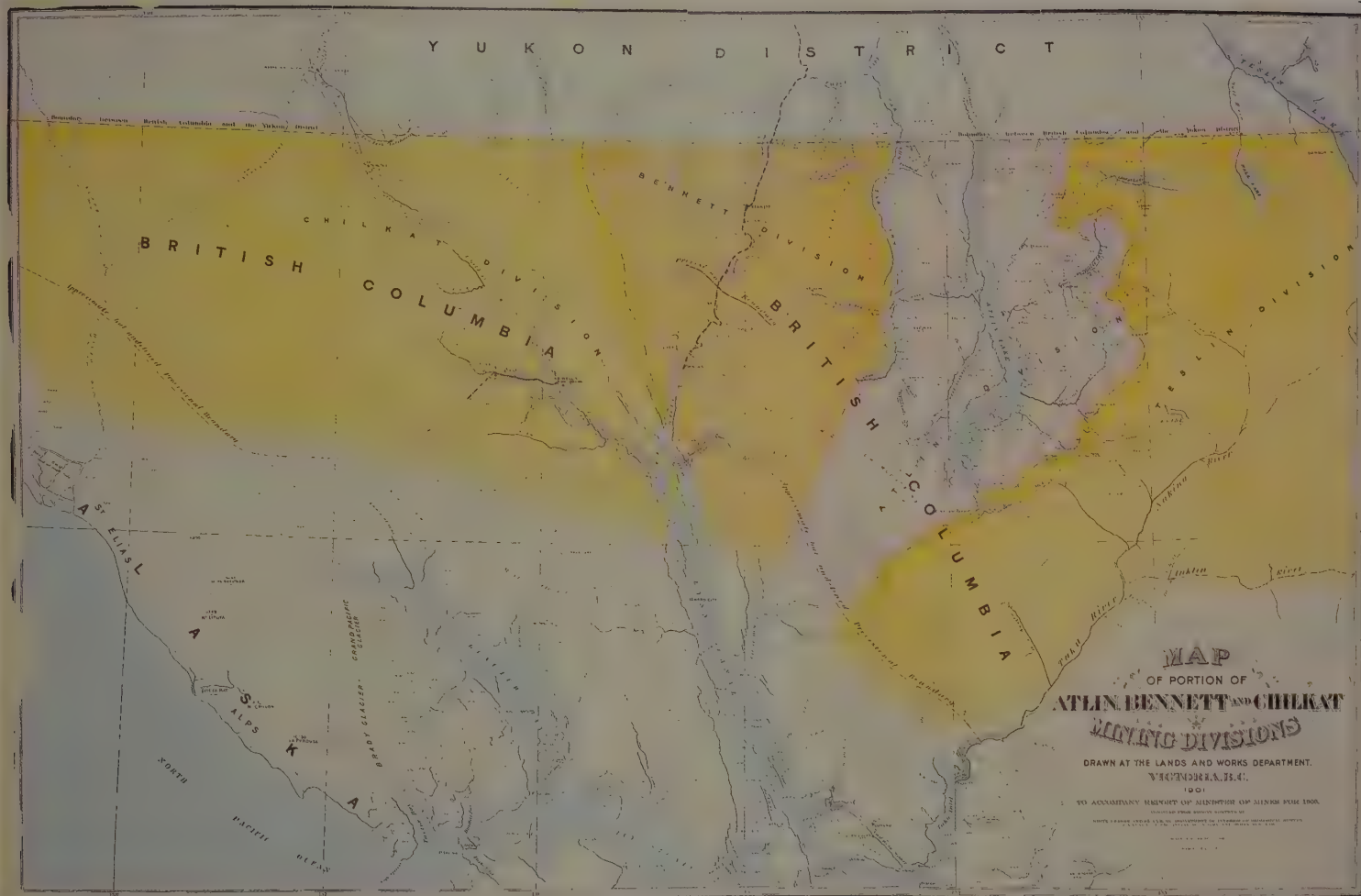


## Vancouver 1887

**Above:** This is a plan of the City of Vancouver showing proposed building lots. It was published by Rand Brothers, real estate brokers, and drawn originally to a scale of 0.25 of a mile to one inch. An inset, drawn to a scale of 4.25 miles to one inch shows the city and neighbourhood between English Bay, Fraser River and Port Moody. The first recorded European to reach the site of the future Vancouver was the Spaniard José Navéz in 1791. He was followed in 1792 by Captain George Vancouver, after whom the city was later to be named. However, it was not until the mid-19th century that the city began to develop.

It was only in the 1860s that a permanent settlement came to be established and by 1886, when the settlement was declared a town, the population had only just reached 2,000. The same year was to see the destruction of the new town by fire, but Vancouver was to rise from the ashes, aided by the arrival of the Canadian Pacific Railway, which was to turn the city into North America's most important port on the Pacific Ocean. Today, Vancouver is the third largest urban area in Canada, with a population of some 1.5 million. More than half of the population of British Columbia live in the city.

(PRO: CO700 British Columbia 17)



## British Columbia 1901

**Above:** This map, a portion of Atlin, Bennett and Chilkat Mining Divisions, was drawn at the Lands and Works Department, Victoria, British Columbia in 1901 to accompany the report of the Minister of Mines for 1900. These divisions, along with part of the Teslin Division, are clearly delineated in a map drawn to a scale of six miles to one inch. In addition to gold, which inspired a rush from the mid-1850s, British Columbia is rich in coal and zinc. The province possesses more than half of Canada's known resources of copper. (PRO: MPKK29)

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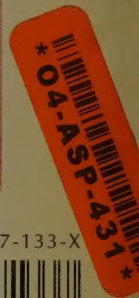


#### ABOUT THE AUTHOR

Michael Swift is the pen name of a publisher who lives in London and writes in his spare time. He was educated in the north of England and at Oxford, where he gained an MA in history. Unmarried, his main pursuits are research into industrial archaeology and playing football. Michael is also the author of a number of titles in the Historical Maps series, including books on the United States and Ireland.

Front jacket shows: Map of the Province of Upper Canada, 1800.  
Back jacket shows: British America, with discoveries in the Arctic Seas up to 1856. Inset shows: the Wellington Channel.





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